DEC
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SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

55

TIME TABLE

FOR THE

SACRAMENTO DIVISION.

To Take Effect Sunday, December 18, 1904, at 1:30 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

W. H. BANCROFT,
Acting General Manager.

JAS. AGLER,
Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

T. R. JONES,
Superintendent.

H. B. BRECKENFELD,
Asst. Superintendent.

SACRAMENTO DIVISION—Sacramento Yard.

FROM SAN FRANCISCO.

6	14	219	218	287	121	34	32	133	4	2	220	31	285	217	216	226	283	214	16	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 55. Dec. 18, 1904. STATIONS.
Atlantic Express	Reno Passenger	Ogden Freight	Manifest Freight	Tracy Freight	Tracy Passenger	Colfax Passenger	Red Bluff Passenger	Placerville Passenger	Atlantic Express	Overland Limited	Manifest Freight	Stockton & Sacramento Express	Tracy Way Freight	Ogden Freight	Freight	Red Bluff Freight	Sunset Freight	Freight	Oregon Express		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily		
PM LV 11.35	PM LV 10.50				PM LV 5.15	PM LV 5.05	PM LV 3.30	PM LV 3.25	PM LV 1.25	PM LV 1.15		AM LV 10.10							AM LV 12.05	89.79	DN SACTO PASS DEP W
																					1.28
		PM LV 9.30	PM LV 8.00	PM LV 7.50							AM LV 11.50		AM LV 8.50	AM LV 8.30	AM LV 7.15	AM LV 6.30	AM LV 6.05	AM LV 12.20		91.07	DN 12th Street
																					2.02
11.44 PM AR	10.58 PM AR	9.40 PM AR	8.18 PM AR	8.00 PM AR	5.22 PM AR	5.13 PM AR	3.39 PM AR	3.32 PM AR	1.38 PM AR	1.23 PM AR	12.01 PM AR	10.17 AM AR	9.00 AM AR	8.40 AM AR	7.32 AM AR	6.45 AM AR	6.17 AM AR	12.35 AM AR	12.13 AM AR	93.09	Elvas

Trains and light engines must run through the obscure portions of Sacramento Yard with great care, and must not pass the switch tender's Stations at 6th Street, 4th Street and East end of Sacramento River Bridge without receiving signal to proceed.

The limits of Sacramento Yard extend to Elvas and include the "Y" switch nearest to Ben Ali and both switches of the passing track on Brighton line.

On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated by Towermen, except the passing track switches, which must be operated by Trainmen. Enginemen and Trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains to or from Brighton will sound two long and three short blasts of the whistle (—— —— — — —) as a signal for the Towerman to set the switches accordingly. At the junction semaphore on eastbound track at Elvas, the line to Brighton is governed by the upper arm, and the line to Ben Ali by the lower arm of the semaphore.

Movement of all trains between Sacramento and Elvas will be governed by automatic block signals, irrespective of time table right. When the conditions described in Automatic Block System Rule No. 40 are encountered, trains will wait two minutes before proceeding in the manner instructed by the rule, except at Signal No. 5 governing westbound main line near 21st Street. When Signal No. 5 is at "Danger," trains will come to a stop and will not proceed until the signal has changed to "Safety."

Trains of the Brighton line are designated by the numbers they bear on Western Division Timetable, and the provisions of the "Note" following Rule 81 are suspended so far as relates to their designation on this page.

SACRAMENTO DIVISION—Sacramento Yard.

TIME TABLE
No. 55.
Dec. 18, 1904.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM BLUE CAÑON.	215	284	13	15	217	3	134	33	31	122	213	5	1	32	286	124	219	225
		Freight	Steamer Freight	Reno Passenger	California Express	Manifest Freight	Pacific Express	Placerville Passenger	Colfax Passenger	Red Bluff Passenger	Tracy Passenger	Freight	Pacific Express	Overland Limited	Stockton & Sacramento Express	Tracy Way Freight	Tracy Passenger	Manifest Freight	Red Bluff Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily
DN. SACTO. PASS. DEP. W	78.19			AM AR 3.45	AM AR 4.50		AM AR 7.40	AM AR 9.35	AM AR 9.40	AM AR 9.50	AM AR 10.40		PM AR 1.45	PM AR 2.45	PM AR 2.50		PM AR 6.00		
1.28																			
DN 12th Street	76.91	AM AR 1.15	AM AR 3.30			AM AR 7.00						AM AR 11.15				PM AR 4.05		PM AR 8.30	PM AR 10.30
2.02																			
Elvas	74.89	1.05 AM LV	3.20 AM LV	3.35 AM LV	4.42 AM LV	6.45 AM LV	7.32 AM LV	9.27 AM LV	9.32 AM LV	9.42 AM LV	10.32 AM LV	11.05 AM LV	1.38 PM LV	2.37 PM LV	2.42 PM LV	3.55 PM LV	5.52 PM LV	8.18 PM LV	10.15 PM LV

Trains and light engines must run through the obscure portions of Sacramento Yard with great care, and must not pass the switch tender's Stations at 6th Street, 4th Street and East end of Sacramento River Bridge without receiving signals to proceed.

The limits of Sacramento Yard extend to Elvas and include the "Y" switch nearest to Ben Ali and both switches of the passing track on Brighton line.

On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated by Towermen, except the passing track switches, which must be operated by Trainmen. Enginemen and Trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains to or from Brighton will sound two long and three short blasts of the whistle (—— —— — — —) as a signal for the Towerman to set the switches accordingly. At the junction semaphore on eastbound track at Elvas, the line to Brighton is governed by the upper arm, and the line to Ben Ali by the lower arm of the semaphore.

Movement of all trains between Sacramento and Elvas will be governed by automatic block signals, irrespective of time table right. When the conditions described in Automatic Block System Rule No. 40 are encountered, trains will wait two minutes before proceeding in the manner instructed by the rule, except at Signal No. 5 governing westbound main line near 21st Street. When Signal No. 5 is at "Danger," trains will come to a stop and will not proceed until the signal has changed to "Safety."

Trains of the Brighton line are designated by the numbers they bear on Western Division Timetable, and the provisions of the "Note" following Rule 81 are suspended so far as relates to their designation on this page.

SACRAMENTO DIVISION: Sacramento and Blue Canon.

FROM SAN FRANCISCO.

Third Class.	Second Class.					First Class.							DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 55. Dec. 18, 1904.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of telegraph poles.	
226	218	220	216	212	214	6	14	34	32	4	2	16					
Red Bluff Freight	Manifest Freight	Manifest Freight	Freight	Way Freight	Freight	Atlantic Express	Reno Passenger	Colfax Passenger	Red Bluff Passenger	Atlantic Express	Overland Limited	Oregon Express					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily (Foot-note)	Daily		STATIONS.		Danger Point	Caution Point
AM LV 6.30	PM LV 8.00	AM LV 11.50	AM LV 7.15		AM LV 12.20	PM LV 11.35	PM LV 10.50	PM LV 5.05	PM LV 3.30	PM LV 1.25	PM LV 1.15	AM LV 12.05	89.79	DN SACRAMENTO W		7	10
	Double	track.	See	Special	Rule.		Double	track.	See	Special	Rule.			3.30	7		
6.45	**8.18**	PM 12.01	**7.32**		12.35	11.44	10.58	f 5.13	f 3.39	**1.38**	1.23	12.13	93.09	ELVAS			
														3.11	6		
6.55	8.30	12.10	7.42		**12.50**	11.52	f11.04	f 5.20	f 3.47	f 1.45	**1.30**	12.20	96.20	DN Benali			
														1.49	2		
7.00	8.40	12.15	7.50		12.55	11.55	f11.06	f 5.22	f 3.50	f 1.47	1.32	12.23	97.69	Arcade			
														3.12	4		
7.17	8.50	12.25	8.00		1.05	AM 12.01	f11.12	f 5.27	f 3.55	f 1.53	1.36	**12.29**	100.81	Walerga			
														3.30	4		
7.30	9.05	12.40	8.12		1.15	**12.08**	f11.18	s 5.34	s 4.02	f 1.58	1.41	12.36	104.11	Antelope			
														3.90	6		
7.45 AM AR	**9.20**	**1.10**	8.25		1.30	s12.15	s11.26	s 5.42	4.10 PM AR	s **2.08**	1.47	12.45 AM AR	108.01	DN ROSEVILLE W		14	18
														3.91	7		
	9.40 PM AR	**1.25** PM AR	**8.40** AM AR		1.45 AM AR	12.25 AM AR	**11.35** PM AR	5.54 PM AR		2.18 PM AR	**1.55** PM AR		111.92	DN ROCKLIN W			
	PM LV 10.25	PM LV **2.35**	AM LV **9.30**	AM LV 6.20	AM LV 2.20	AM LV 12.30	PM LV 11.38	PM LV 5.56		PM LV **2.21**	PM LV **1.58**		111.92	DN ROCKLIN W		7	10
														3.04	5		
	10.45	2.45	9.45	**6.44**	**2.45**	f12.40	f11.45	s 6.05		s 2.32	2.05		114.96	DN Loomis			
														2.88	6		
	11.00	3.00	10.00	7.05	3.00	f12.50	f11.53	s 6.15		s 2.42	2.12		117.84	DN Penryn			
														3.18	7		
	11.15	3.15	10.20	7.35	3.15	s 1.02	AM s12.03	s **6.28**		s 2.54	2.22		121.02	DN Newcastle			
														1.91	5		
	11.25	3.25	10.35	7.45	3.30	1.10	f12.10	f 6.35		f 3.02	2.28		122.93	Zeta			
														2.98	6		
	11.45	**3.50**	10.50	**8.15**	**4.10**	s 1.22	s12.21	s 6.45		s 3.20	2.35		125.91	DN Auburn W			
														3.30	7		
	AM 12.01	4.05	11.05	8.40	4.30	1.32	f12.32	s 6.55		f **3.30**	2.43		129.21	Bowman			
														3.41	7		
	12.15	4.25	11.20	8.55	4.45	1.42	f12.42	s 7.05		f 3.40	**2.52**		132.62	DN Clipper Gap			
														2.97	6		
	12.30	4.45	11.35	9.20	5.00	Foot-note **1.57**	f12.50	f 7.13		f 3.50	3.00		135.59	D Applegate W		14	18
														3.31	7		
	12.45	**5.10**	**11.58**	9.40	5.20	2.10	f 1.02	s 7.23		f 4.02	3.09		138.90	DN N. E. Mills			
														1.97	4		
	12.55	5.20	PM 12.10	9.50	**5.45**	2.16	f 1.10	f 7.28		f 4.08	3.14		140.87	Lander			
														3.08	7		
	1.30	5.40	**12.45**	10.30	6.10	**2.25** **2.35**	Foot-note s **1.30**	7.35 PM AR		s 4.18	3.25		143.95	DN COLFAX W		7	10
														2.25	6		
	1.50	5.55	**1.20**	10.45	6.25	2.45	f 1.38			f **4.30**	3.34		146.20	Wirt			
														2.26	6		
	2.10	6.10	1.40	11.00	**6.40**	2.54	f 1.46			f 4.40	3.41		148.46	D Caporn			
														2.61	5		
	2.25	6.25	2.00	**11.20**	7.00	3.04	f **1.53**			f 4.50	**3.48**		150.88	Magra			
														3.35	7		
	2.50 **3.45**	7.10	2.35	PM **12.15**	7.35	**3.20** **3.30**	2.05 2.15			s 5.05	3.59		154.42	DN Gold Run W			
														2.12	4		
	4.00	7.25	2.50	12.45	8.00	f 3.39	s 2.22			s 5.15	4.06		156.54	DN Dutch Flat			
														1.88	4		
	4.10	**7.45**	**3.10**	1.00	8.15	3.48	f 2.30			f 5.22	4.13		158.42	Alta			
														0.75	2		
	4.15	8.00	3.25	1.25	8.30	f 3.53	s 2.35			s 5.28	4.16		159.17	DN Towle W			
														4.09	10		
	4.45	8.30	3.55	2.00	9.00	4.15	f 2.50			f 5.43	4.30		163.26	D Midas			
														2.08	5		
	5.05	8.45	4.15	2.15	9.15	**4.35**	f 3.00			f 5.53	4.38		165.34	Orel W			
														2.64	6		
	5.20 AM AR	9.00 PM AR	**4.35** PM AR	**2.30** PM AR	9.30 AM AR	**4.45** AM AR	3.15 AM AR			6.05 PM AR	**4.47** PM AR		167.98	DN BLUE CANON W			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		78.19			
1.15	9.20	9.10	9.20	8.10	9.10	5.10	4.25	2.30	0.40	4.40	3.32	0.40		Time over District			
14.55	8.38	8.53	8.38	6.86	8.53	15.13	17.70	21.60	27.30	16.74	22.13	27.30		Average speed per hour			

Train No. 226 may carry passengers.

Light engines bound west, **when running extra,** will take siding for east-bound extras.
All trains must get clearance cards before leaving Sacramento and Rocklin.
West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.
☞**Exception: Train No. 2 is superior to all trains, Sacramento to Sparks.**
Train No. 2 will not stop at Roseville. Operator will register the time this train passes and signals carried, if any.
When No. 13 and No. 14 meet at Colfax No. 13 will take North Siding. When No. 6 and No. 13 meet at Applegate No. 13 will take siding.

SACRAMENTO DIVISION: Sacramento and Blue Canon.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 55. Dec. 18, 1904. STATIONS.	DISTANCE FROM BLUE CANON.	First Class.							Second Class.								Third Class.
Danger Point	Caution Point				13	15	3	33	31	5	1	217	213	211	219	215				225
					Reno Passenger	California Express	Pacific Express	Colfax Passenger	Red Bluff Passenger	Pacific Express	Overland Limited	Manifest Freight	Freight	Way Freight	Manifest Freight	Freight				Red Bluff Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily
7	10	9	DN.SACRAMENTO W 3.30	78.19	AM AR 3.45	AM AR 4.50	AM AR 7.40	AM AR 9.40	AM AR 9.50	PM AR 1.45	PM AR 2.45	AM AR 7.00	AM AR 11.15		PM AR 8.30	AM AR 1.15				PM AR 10.30
							Double	track.	See	Special	Rule.			Double	track.		See	Special	Rule.	
		8	ELVAS 3.11	74.89	3.35	4.42	**7.32**	† 9.32	f 9.42	**1.38**	2.37	**6.45**	11.05		**8.18**	1.05				10.15
		3	DN.Benali 1.49	71.78	3.28	4.35	7.24	† 9.23	f 9.33	**1.30**	2.28	6.35	10.55		8.08	**12.50**				10.05
		6	Arcade 3.12	70.29	3.25	4.33	7.21	† 9.20	f 9.30	1.25	2.25	6.30	10.50		8.03	12.40				10.00
		6	Walerga 3.30	67.17	3.21	4.29	**7.17**	† 9.15	f 9.25	1.21	2.20	6.22	10.40		7.55	**12.29**				9.50
		9	Antelope 3.90	63.87	f 3.13	4.24	7.09	† 9.10	f 9.20	1.17	2.15	6.15	10.30		7.45	**12.08**				9.40
14	18	10	DN.ROSEVILLE W 3.91	59.97	s 3.03	4.14 AM LV	s 7.00	s 9.00	9.12 AM LV	s **1.10**	**2.08**	6.00	10.15		7.35	AM 11.50				**9.20** PM LV
			DN.ROCKLIN W	56.06	2.55 AM LV		6.53 AM LV	**8.53** AM LV		1.02 PM LV	**2.00** PM LV	5.45 AM LV	10.00 AM LV		7.20 PM LV	**11.35** PM LV				
14	18	8	DN.ROCKLIN W 3.04	56.06	AM AR 2.52		AM AR 6.50	AM AR **8.50**		PM AR 12.58	PM AR Foot-note **1.55**	AM AR 5.15	AM AR **9.30**	PM AR 5.10	PM AR 7.00	PM AR 11.00				
		8	DN.Loomis 2.88	53.02	s **2.45**		f **6.44**	s 8.44		f12.52	1.49	5.00	9.15	5.00	6.52	**10.45**				
		10	DN.Penryn 3.18	50.14	f 2.38		f 6.38	s 8.37		f12.46	1.42	4.48	9.00	4.45	6.42	10.35				
		7	DN.Newcastle W 1.91	46.96	s 2.30		s 6.30	s 8.29		f12.38	1.35	4.35	8.45	4.30	**6.28**	10.25				
		9	Zeta 2.98	45.05	f 2.25		6.25	f 8.23		12.32	1.30	4.25	8.35	4.10	6.12	10.15				
		10	DN.Auburn W 3.30	42.07	s 2.17		s 6.17	s **8.15**		s12.26	1.24	**4.10**	**8.15**	**3.50**	6.00	10.05				
		10	Bowman 3.41	38.77	f 2.10		6.10	s 8.05		12.18	1.17	3.45	7.53	**3.30**	5.45	9.55				
		9	DN.Clipper Gap 2.97	35.36	f 2.03		6.03	s 7.58		12.11	1.10	3.30	7.42	**2.52**	5.32	9.42				
		10	D Applegate W 3.31	32.39	Foot-note f **1.57**		5.57	f 7.50		f12.05	1.04	3.15	7.32	2.35	5.20	9.32				
		6	DN.N. E. Mills 1.97	29.08	f 1.46		5.50	s 7.40		PM **11.58**	12.57	3.00	7.22	2.20	**5.10**	9.22				
		10	Lander 3.08	27.11	f 1.40		**5.45**	f 7.34		11.53	12.53	2.50	7.15	2.10	5.00	9.15				
		9	DN.COLFAX W 2.25	24.03	Foot-note s **1.30**		s 5.37	7.25 AM LV		s11.45	**12.45**	**2.35**	7.05	1.55	4.45	9.05				
		9	Wirt 2.26	21.78	f 1.20		5.28			11.31	12.34	2.20	6.50	**1.20**	**4.30**	8.40				
		8	DN.Caporn 2.61	19.52	f 1.13		5.21			f11.25	12.28	**2.10**	**6.40**	12.55	4.00	8.30				
		10	Magra 3.35	16.91	f 1.07		5.15			**11.20**	12.22	**1.53**	6.15	12.40	**3.48**	8.20				
		6	DN.Gold Run W 2.12	13.56	s12.58		s 5.07			f11.12	**12.15**	1.32	6.00	**12.15**	3.30	8.10				
		6	DN.Dutch Flat 1.88	11.44	s12.53		s 5.02			f11.07	12.11	1.22	5.50	PM 11.40	3.20	8.00				
		3	Alta 0.75	9.56	f12.48		4.57			f11.02	12.07	1.13	5.40	11.15	**3.10**	**7.45**				
		14	DN.Towle W 4.09	8.81	s12.45		f 4.55			f **10.59**	12.05	1.08	5.35	**10.59**	3.04	7.30				
		7	D Midas 2.08	4.72	f12.33		**4.45**			f10.49	PM 11.55	12.50	5.15	10.30	2.49	7.10				
		8	Orel W 2.64	2.64	f12.25		**4.35**			10.43	11.49	12.40	**5.05**	10.20	2.40	6.55				
			DN.BLUE CANON W (78.19)	0.00	**12.15** AM LV		**4.25** AM LV			10.35 AM LV	11.40 AM LV	**12.30** AM LV	**4.50** AM LV	10.10 AM LV	**2.30** PM LV	6.40 PM LV				
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily
			Time over District		3.30	0.36	3.15	2.15	0.38	3.10	3.05	6.30	6.25	7.00	6.00	6.35				1.10
			Average speed per hour		22.34	30.37	24.06	24.00	28.80	24.70	25.35	12.03	12.18	8.00	13.03	11.87				15.60

Light engines bound west, **when running extra,** will take siding for east-bound extras.
All trains must get clearance cards before leaving Blue Canon and Rocklin.
Train No. 1 will not stop at Roseville. Operator will register the time this train passes and signals carried, if any.
West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.
☞**Exception: Train No. 2 is superior to all trains, Sacramento to Sparks.**
Train No. 225 may carry passengers.
When No. 13 and No. 14 meet at Colfax No. 13 will take north siding. When No. 6 and No. 13 meet at Applegate No. 13 will take siding.

† Stop to let off passengers from east of Roseville.

SACRAMENTO DIVISION: Blue Canon and Truckee.

FROM SAN FRANCISCO.									Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of rail lengths.		DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 55. Dec. 18, 1904.	DISTANCE FROM TRUCKEE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of rail lengths.		TOWARD SAN FRANCISCO.								
Second Class.					First Class.													First Class.				Second Class.				
220	216	212	214	218	4	2	6	14		Danger Point	Caution Point		STATIONS.			Danger Point	Caution Point	3	5	1	13	213	211	219	215	217
Manifest Freight	Freight	Way Freight	Freight	Manifest Freight	Atlantic Express	Overland Limited	Atlantic Express	Reno Passenger										Pacific Express	Pacific Express	Overland Limited	Reno Passenger	Freight	Way Freight	Manifest Freight	Freight	Manifest Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
PM LV 9.15	PM LV **5.10**	PM LV **2.45**	AM LV **9.50**	AM LV 5.40	PM LV **6.15**	PM LV **4.50**	AM LV **4.55**	AM LV 3.20	7			167.98	DN **BLUE CANON** W 3.15	41.31	10			AM AR **4.20**	AM AR 10.32	AM AR 11.37	AM AR **12.10**	AM AR **4.05**	AM AR **9.50**	PM AR **2.00**	PM AR **6.10**	PM AR **11.55**
9.33	5.30	3.05	**10.24**	6.00	f 6.25	5.08	5.15	f 3.30	5			171.13	D **Fulda** 2.05	38.16	7			4.11	f **10.24**	11.27	f 12.01	3.50	9.35	1.45	5.58	11.45
9.48	**5.50**	3.30	10.45	6.15	s 6.33	5.15	f 5.30	s **3.42**	4			173.18	DN **Emigrant Gap** 1.50	36.11	6			s 4.05	f 10.18	11.21	AM s 11.55	**3.42**	9.20	1.37	**5.50**	11.30
10.00	6.00	3.40	**11.16**	6.25	f 6.40	5.20	5.40	f **3.59**	7			174.68	**Smart** 2.76	34.61	10			**3.59**	10.13	**11.16**	f 11.50	3.30	9.05	1.28	5.40	11.20
10.15	6.15	3.50	11.35	6.40	f 6.49	**5.29**	5.54	f 4.10	5			177.44	DN **Yuba Pass** 2.08	31.85	8			3.52	10.06	11.09	f 11.42	3.20	8.40	1.17	**5.29**	11.10
10.30	6.30	4.05	11.50	7.00	f 6.56	5.36	6.06	f 4.20				179.52	**Crystal Lake** W 1.50	29.77				3.46	10.00	11.03	f 11.36	3.10	8.30	1.07	5.10	11.00
									5	40	50	181.02	★ **Balqua** (Spur) 0.66	28.27	8	80	100									
10.50	6.45	4.25	PM 12.05	7.15	s 7.05	5.45	f 6.18	s 4.30				181.68	DN **Cisco** 2.86	27.61				s 3.40	f 9.52	10.57	f 11.30	3.02	8.15	12.58	5.00	**10.50**
									9			184.54	★ **Yuba Valley** (Spur) 0.65	24.75	13											
11.20	**7.20**	**4.45**	12.20	7.34	f **7.20**	5.57	6.30	f 4.42	5			185.19	DN **Tamarack** 2.00	24.10	7			3.30	9.40	10.47	f **11.20**	2.48	7.55	12.43	**4.45**	10.35
11.35	7.40	5.00	**12.35**	**7.45**	f 7.27	6.03	6.37	f 4.49	5			187.19	**Troy** 2.02	22.10	8			3.25	9.35	10.42	f 11.11	2.40	**7.45**	**12.35**	4.37	10.25
11.50	7.53	5.10	12.55	8.05	f 7.35	6.09	6.44	f 4.55	7			189.21	DN **Spruce** 2.81	20.08	10			3.20	9.29	10.37	f 11.05	2.30	7.35	12.20	4.27	10.15
AM 12.05	8.08	5.20	1.10	8.20	f 7.45	6.17	6.53	f 5.05				192.02	**Soda Springs** 0.66	17.27				3.10	9.20	10.29	f 10.53	2.20	7.20	12.05 PM	4.15	10.05
									7			192.68	★ **Goulden** (Spur) 2.30	16.61	10											
12.25	8.30	5.35	1.30	8.35	s 7.55	6.30	s **7.05**	s 5.15	8			194.98	DN **Summit** W 2.70	14.31	12			s 3.00	s 9.10	10.20	s 10.40	2.05	**7.05**	11.50	4.00	9.50
12.40	8.43	5.50	1.43	**8.55**	f 8.05	6.38	7.16	f 5.26	4			197.68	DN **Lake View** 1.80	11.61	7			2.49	**8.55**	10.05	f 10.28	1.40	6.30	11.30	3.35	9.30
12.50	8.51	6.05	1.51	9.12	f 8.10	6.42	7.22	f 5.32	5			199.48	**Eder** 2.19	9.81	8			2.43	8.48	9.58	f 10.20	1.25	6.20	11.15	3.20	9.20
1.10	**9.05**	6.15	2.00	9.22	f 8.16	6.47	7.30	f 5.40		80	100	201.67	DN **Tunnel 13** 1.95	7.62		40	50	2.35	8.40	9.50	f 10.10	**1.10**	6.10	11.00	3.05	**9.05**
					f			f	6			203.62	★ **Stanford** (Spur) W 2.12	5.67	13											
1.30	9.20	6.30	2.13	**9.40**	f **8.23**	6.53	7.40	f **5.50**				205.74	**Champion** 1.85	3.55				2.23	8.28	**9.40**	f 9.55	12.50	**5.50**	10.40	2.45	**8.23**
									7			207.59	★ **Donner Ice Co.** (Spur) 1.70	1.70	12											
1.50 AM AR	**9.35** PM AR	**6.45** PM AR	**2.25** PM AR	**10.00** AM AR	8.30 PM AR	**7.00** PM AR	**7.50** AM AR	6.00 AM AR				209.29	DN **TRUCKEE** W	0.00				**2.10** AM LV	**8.15** AM LV	9.25 AM LV	**9.40** PM LV	12.30 AM LV	5.20 AM LV	**10.20** AM LV	**2.25** PM LV	7.55 PM LV
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					41.31					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
4.35	4.25	4.00	4.35	4.20	2.15	2.10	2.55	2.40					Time over District.					2.10	2.17	2.12	2.30	3.35	4.30	3.40	3.45	4.00
9.00	9.31	10.32	9.00	9.53	18.36	19.08	14.16	15.60					Average speed per hour.					19.06	18.24	18.79	16.52	11.52	9.18	11.26	11.01	10.33

Light engines bound west, **when running extra,** will take siding for east-bound extras.

West-bound trains are superior to trains of the same class in the opposite direction. See Rule No. 81.

☞**Exception: Train No. 2 is superior to all trains, Sacramento to Sparks.**

★ Frog taken out part of the season.

All trains must get clearance cards before leaving Truckee and Blue Canon.

SACRAMENTO DIVISION: Truckee and Sparks.

FROM SAN FRANCISCO.									Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 55. Dec. 18, 1904.	DISTANCE FROM SPARKS.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of telegraph poles.		TOWARD SAN FRANCISCO.								
Second Class.					First Class.													First Class.				Second Class.				
216 Freight	214 Freight	208 Way Freight	218 Manifest Freight	220 Manifest Freight	4 Atlantic Express	2 Overland Limited	6 Atlantic Express	14 Reno Passenger										3 Pacific Express	5 Pacific Express	1 Overland Limited	13 Reno Passenger	219 Manifest Freight	207 Way Freight	215 Freight	217 Manifest Freight	213 Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
PM LV 10.45	PM LV 3.10	PM LV 2.00	AM LV 10.45	AM LV **2.45**	PM LV 8.40	PM LV **7.03**	AM LV **8.05**	AM LV 6.15			5	209.29	DN TRUCKEE W 2.76	38.21	8			AM AR **2.00**	AM AR **8.05**	AM AR 9.22	PM AR 9.30	AM AR 9.40	PM AR 12.15	PM AR 1.30	PM AR **6.55**	PM AR 11.45
11.00	3.20	2.10	10.55	3.00	f 8.50	7.09	8.15	f 6.25			8	212.05	Winsted 0.51	35.45	12			1.50	7.57	9.15	f 9.20	9.30	12.01 PM	1.15	6.40	11.35
								f				212.56	* Polaris (Spur) 0.93	34.94							f					
					f			f				213.49	* Martis (Spur) 2.66	34.01							f					
11.15	3.35	2.25	11.10	3.15	f 9.00	7.17	8.25	f 6.35			2	216.15	Prosser Creek 1.57	31.35	4			f 1.41	7.47	9.05	f 9.10	9.15	11.35	12.55	6.20	**11.15**
11.25	3.45	2.45	**11.20**	3.20	s **9.07**	7.20	s 8.28	s 6.45			7	217.72	DN BOCA W 1.79	29.78	12			s 1.37	s 7.44	**9.02**	s **9.07**	**9.02**	**11.20**	12.45	6.10	11.05
					f			f				219.51	* Burckhalter (Spur) 2.32	27.99							f					
11.38	4.00	3.05	11.35	3.35	f 9.17	7.28	**8.35**	f 6.55			4	221.83	Hinton 0.42	25.67	6			1.26	7.35	8.52	f 8.58	**8.35**	10.55	12.25	5.50	10.50
					f			f				222.25	Iceland (Spur) 0.53	25.25							f					
												222.78	Wickes (Spur) 1.17	24.72												
11.45	4.08	3.20	11.43	3.45	s 9.22	7.32	s **8.45**	s 7.00	14	18	5	223.95	DN Floriston W 3.04	23.55	9	10	14	f 1.20	s 7.29	**8.45**	s 8.48	8.15	10.30	12.10	5.40	10.35
11.55	4.20	3.35	**11.55**	3.57	f 9.28	7.37	8.55	f 7.07			5	226.99	Mystic 1.40	20.51	9			1.10	7.22	8.38	f 8.35	8.00	10.00	PM **11.55**	5.25	10.15
					f			f				228.39	* Linham (Spur) 1.69	19.11												
AM 12.10	4.32	3.50	PM 12.10	4.10	f 9.35	7.42	9.03	f **7.15**			6	230.08	Calvada 1.66	17.42	11			12.59	**7.15**	8.32	f 8.25	7.45	9.40	11.35	5.10	10.00
					f			f				231.74	* Marmol (Spur) 1.31	15.76							f					
												233.05	* Essex Ice House (Spur) 0.78	14.45												
12.25	**4.50**	4.15	12.25	4.25	s **9.42**	7.48	s **9.10**	s **7.25**			4	233.83	DN VERDI 2.48	13.67	7			f 12.50	s **7.04**	8.23	s 8.17	**7.25** **6.54**	**9.10**	11.15	**4.50**	**9.42**
12.43	5.02	**4.30**	12.35	4.34	f 9.48	7.52	9.15	f 7.35			5	236.31	Ware 3.00	11.19	10			**12.43**	6.58	8.17	f 8.10	6.40	8.45	11.00	**4.30**	9.10
1.00	5.15	4.45	12.48	4.45	f 9.53	**7.57**	9.22	f 7.48			8	239.31	Lawton 4.99	8.19	15			12.35	6.50	8.10	Foot-note. f **7.57**	6.20	8.30	10.40	4.10	8.50
1.20	5.32	5.10 PM AR	1.05	5.05	s 10.10	s 8.05	9.35 9.45	**8.00** 8.30			5	244.30	DN RENO W 3.20	3.20	9			12.25 12.15	s 6.35	s **8.00**	7.40 7.10	6.00	**8.00** AM LV	10.15	3.45	8.30
1.30 AM AR	5.45 PM AR		1.15 PM AR	5.15 AM AR	10.20 PM AR	**8.13** PM AR	**9.55** AM AR	8.40 AM AR				247.50	DN SPARKS W	0.00				12.05 AM LV	6.25 AM LV	7.50 AM LV	7.00 PM LV	5.45 AM LV		**9.55** AM LV	3.30 PM LV	**8.15** PM LV
													38.21													
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
2.45	2.35	3.10	2.30	2.30	1.40	1.10	1.50	2.25					Time over District					1.55	1.40	1.32	2.30	3.55	4.15	3.35	3.25	3.30
13.90	14.79	12.58	15.28	15.28	22.92	32.76	20.84	15.81					Average speed per hour					19.93	22.93	24.60	15.28	9.75	9.00	10.66	11.18	10.91

Light engines bound west, **when running extra,** will take siding for east-bound extras.

All trains must get clearance cards before leaving Sparks and Truckee.

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Exception: Train No. 2 is superior to all trains, Sacramento to Sparks.

*Frog taken out part of the season.

Water supply: Three-quarter mile east of Mystic.

Trains Nos. 207 and 208 may carry passengers.

Trains 4, 13 and 14 will stop on signal at Union Mill.

SACRAMENTO DIVISION: Roseville and Red Bluff.

FROM SAN FRANCISCO. Third Class. 230 Red Bluff Freight Daily	Third Class. 226 Red Bluff Freight Daily	Third Class. 224 Red Bluff Freight Daily	Second Class. 222 Portland Fast Freight Daily	First Class. 32 Red Bluff Passenger Daily	First Class. 12 Oregon Express Daily	First Class. 16 Oregon Express Daily	Flagging distance expressed in number of telegraph poles. Danger Point	Flagging distance expressed in number of telegraph poles. Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 55. Dec. 18, 1904. STATIONS.	DISTANCE FROM RED BLUFF.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of telegraph poles. Danger Point	Flagging distance expressed in number of telegraph poles. Caution Point	TOWARD SAN FRANCISCO. First Class. 15 California Express Daily	First Class. 31 Red Bluff Passenger Daily	First Class. 11 California Express Daily	Second Class. 221 Portland Fast Freight Daily	Third Class. 223 Red Bluff Freight Daily	Third Class. 229 Red Bluff Freight Daily	Third Class. 225 Red Bluff Freight Daily
AM LV 8.05	AM LV 6.30	AM LV 6.20	AM LV 5.30	PM LV 3.30	AM LV 11.00	AM LV 12.05					SACRAMENTO					AM AR 5.00	AM AR 9.50	PM AR 4.55	AM AR 12.15	PM AR 6.30	PM AR 8.25	PM AR 10.30
	AM LV 8.10			PM LV 4.12		AM LV 12.47				108.03	DN ROSEVILLE W	116.72				AM AR 4.10	AM AR 9.10					PM AR 8.50
									9	109.27	1.24 Andora (Spur)	115.48	13									
	8.30			f 4.23		12.58				114.13	4.86 Whitney	110.62				4.00	f 8.58					8.30
	8.50			s 4.30		s 1.07			6	118.32	4.19 D Lincoln W	106.43	9			s 3.52	s **8.50**					8.20
	9.15			f 4.38		1.15			6	122.45	4.13 Ewing	102.30	9			3.44	f 8.42					7.10
	9.25			s 4.44		1.21			6	126.16	3.71 Sheridan	98.59	8			3.37	s 8.36					7.00
	9.50			s 4.50		s 1.27			6	129.44	3.28 D Wheatland	95.31	10			s 3.30	s 8.30					6.45
	10.05			f 5.02		1.38			9	135.72	6.28 Ostrom	89.03	13			3.20	f 8.19					6.15
PM LV **2.10**	10.25 11.00			s **5.15**		s 1.50			12	142.20	6.48 DN MARYSVILLE W	82.55	18			s 3.05	s 8.00				PM AR **2.10**	6.00 **5.05**
			(Marysville Yard—See trains on page 13.)															(Marysville Yard—See trains on page 13.)				
2.15	11.10			5.24		1.58			3	143.25	1.05 BINNEY JUNCTION	81.50	4			2.59	7.56				2.05	5.00
2.25	11.20			f 5.30		2.04			5	146.09	2.84 Berg	78.66	8			2.53	f 7.49				1.50	4.50
2.35	11.30			f 5.35		2.10			4	149.03	2.94 Lomo	75.72	7			2.49	f 7.44				1.40	4.40
2.45	11.45			s 5.43		2.17			5	152.93	3.90 D Live Oak	71.82	7			2.43	s 7.36				1.30	4.25
3.10	PM 12.15			s 5.55		s **2.33**			8	159.39	6.46 D Gridley	65.36	13			s **2.33**	s 7.23				1.10	4.00
3.40	**12.47**			s 6.02		s 2.45			5	162.86	3.47 D Biggs W	61.89	7			s 2.23	s 7.14				**12.47**	**3.4**[illegible]
4.00	1.25			f 6.16		2.57			9	168.78	5.92 Silsby	55.97	13			2.10	f 7.04				12.10	3.10
4.15	1.50			s 6.24		3.05			6	172.88	4.10 Nelson	51.87	9			2.01	s 6.56				PM 11.55	2.55
4.40	**2.30**			s 6.37		3.17	7	10	9	179.48	6.60 D Durham	45.27	14	7	10	1.48	s 6.43				11.35	**2.30**
				f					7	183.28	3.80 Faulkner (Spur)	41.47	9				f					
										184.68	1.40 Barber	40.07										
5.30	3.40			s 6.50		s 3.30			1	185.56	0.88 DN CHICO W	39.19	3			s 1.30	s 6.27				11.10	2.05
									10	190.35	4.79 Pond (Spur)	34.40	15									
5.55	4.10			s 7.10		3.47				192.63	2.28 Nord	32.12				1.16	s 6.13				10.37	1.22
6.02	4.20			f 7.15		3.51			3	194.97	2.34 Anita	29.78	5			1.12	f 6.09				10.30	1.15
6.08	4.30			f 7.19		3.55			3	197.36	2.39 Cana	27.39	5			1.09	f 6.05				10.23	1.08
6.15	4.40			f 7.23		3.59			3	200.12	2.76 ★ Soto (Spur)	24.63	5			1.05	f 6.00				10.15	1.00
6.30	5.05			s 7.31		s 4.07			5	204.41	4.29 D Vina	20.34	8			s12.57	s 5.52				10.05	12.50
										205.96	1.55 Copeland	18.79										
				f					11	208.52	2.56 ★ Ensign (Spur)	16.23	16				f					
6.50	5.25			f 7.44		4.20				211.84	3.32 Sesma	12.91				12.44	f 5.39				9.45	12.30
7.00	5.35	PM LV 5.25	PM LV 2.05	s 7.50	PM LV 3.37	s 4.27			5	213.11	1.27 DN TEHAMA W	11.64	7			s12.37	s 5.33	PM AR **12.18**	PM AR 3.25	AM AR 8.25	9.35	**12.18** PM
				f	f				6	214.80	1.69 Tyler (Spur)	9.95	8				f	f				
7.10	5.50	5.40	2.20	f 8.00	f 3.44	4.35				217.11	2.31 Proberta	7.64				12.29	f 5.25	f12.11	3.10	8.10	9.25	11.55
7.18	6.00	5.50	2.30	f 8.05	f 3.50	4.41			5	220.15	3.04 Rawson	4.60	7			12.24	f 5.19	f12.05	3.00	8.00	9.15	11.45
7.30 PM AR	6.15 PM AR	6.05 PM AR	**2.45** PM AR	8.15 PM AR	4.00 PM AR	4.50 AM AR			8	224.75	4.60 DN RED BLUFF W	0.00	10			12.15 AM LV	5:10 AM LV	PM 11.55 AM LV	**2.45** PM LV	7.45 AM LV	9.00 AM LV	11.30 AM LV
Daily	Daily	Daily	Daily	Daily	Daily	Daily					(116.72)					Daily	Daily	Daily	Daily	Daily	Daily	Daily
5.20	10.05	0.40	0.40	4.03	0.23	4.03					Time over District					3.55	4.00	0.23	0.40	0.40	5.10	9 20
15.48	11.55	17.34	17.34	28.80	30.36	28.80					Average speed per hour					29 80	29.18	30.36	17.34	17.34	15.98	12.50

Light engines bound west, **when running extra**, will take siding for east-bound extras.
All trains must get clearance cards before leaving Red Bluff.
West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.
★ Frog taken out part of the season.

Trains Nos. 223, 224, 225, 226 and 229 may carry passengers.

SACRAMENTO DIVISION: Red Bluff and Dunsmuir.

FROM SAN FRANCISCO. Third Class.		Second Class.	First Class.		Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE.	TIME TABLE No. 55. Dec. 18, 1904.	DISTANCE FROM DUNSMUIR.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of telegraph poles.		TOWARD SAN FRANCISCO. First Class.		Second Class.	Third Class.	
226 Oregon Freight	228 Way Freight	222 Portland Fast Freight	12 Oregon Express	16 Oregon Express	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	11 California Express	15 California Express	221 Portland Fast Freight	227 Way Freight	225 Oregon Freight
Daily	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily
PM LV 9.30	AM LV 7.30	PM LV 3.45	PM LV 4.10	AM LV 5.00				224.75	DN RED BLUFF W	98.68				AM AR 11.45	AM AR 12.05 AM	PM AR 12.50	PM AR 7.15	AM AR 4.30
									0.95									
							10	225.70	Stan'd Oil Co. No. 1. (Spur)	97.73	15							
									4.67									
9.50	7.48	4.05	f 4.24	5.15	7	10		230.37	Blunt	93.06				f11.34	11.54	12.35	7.00	4.10
									3.23									
							8	233.60	Ivrea (Spur)	89.83	12							
									1.45									
10.15	8.05	4.20	f 4.37	5.28				235.05	Hooker	88.38				f11.24	11.44	12.20	6.40	3.45
							11		6.74		16							
10.40	8.40	**4.50**	s **4.50**	s 5.42				241.79	D Cottonwood W	81.64				s11.08	s11.28	PM 11.50	6.10	3.25
							11		6.70		16							
11.15	9.20	**5.20**	s **5.04**	s 5.56				248.49	D ANDERSON	74.94				s10.55	s**11.15**	11.30	**5.20** **4.40**	3.05
									2.22									
			f				11	250.71	Anderson Brick Yard	72.72	17			f				
					14	18			4.03									
11.35	9.45	5.40	f 5.15	6.07				254.74	Girvan	68.69				f10.43	11.03	11.10	4.20	2.45
									3.89									
								258.63	Cal. Powder Works (Spur)	64.80								
							8		0.30		12							
								258.93	Stan'd Oil Co. No. 2 (Spur)	64.50								
									0.70									
AM 12.10	**10.00** **10.50**	6.00	¶ 5.25 5.45	s 6.20				259.63	DN REDDING W	63.80				s**10.30**	s10.50	**10.50**	4.00	2.25
							6		2.73		8							
12.25	11.20	6.10	f 5.52	6.30				262.36	Middle Creek	61.07				f10.22	10.42	10.35	3.30	2.10
							6		2.90		9							
12.45	PM 12.01	6.21	s 6.00	s 6.37				265.26	D KESWICK	58.17				s**10.15**	s10.35	**10.15**	3.15	1.58
							4		2.00		6							
1.00	12.15	6.29	f 6.06	6.43				267.26	Central Mine	56.17				f10.10	10.28	9.53	2.50	1.50
							4		2.07		6							
1.40	12.30	6.37	f 6.12	f 6.48				269.33	Copley W	54.10				f10.05	f10.22	9.45	2.35	**1.40**
							16		7.65		23							
2.10	1.15	7.02	s 6.32	s 7.07				276.98	DN Kennet	46.45				s 9.48	s10.03	9.20	2.05	1.10
							10		4.54		14							
2.30	**1.45**	7.20	f 6.44	7.17				281.52	Morley W	41.91				f 9.37	9.51	9.05	**1.45**	12.50
									0.98			14	18					
							9	282.50	Etter (Spur)	40.93	13							
									2.67									
2.45	2.00	7.40	f 6.55	7.25				285.17	Elmore	38.26				f 9.26	9.39	8.50	1.30	12.30
									6.68									
			f	f			15	291.85	Baird	31.58	22			f	f			
									0.60									
3.15	2.30	8.15	f 7.12	7.41				292.45	Smithson	30.98				f 9.07	9.21	8.20	12.55	12.01
							13		5.66		19							
3.40	3.00	**9.03**	s 7.28	s **7.57**				298.11	DN Delta W	25.32				s 8.50	s **9.03**	**7.57**	12.25	AM 11.30
							8		3.57		11							
3.55	3.20	9.20	f 7.43	f 8.11	7	10		301.68	D Lamoine	21.75				f 8.38	s 8.52	7.30	PM 11.50	11.10
							8		3.65		12							
4.15	3.40	9.40	f 7.57	Foot-note **8.26**				305.33	Gibson	18.10				Foot-note f **8.26**	8.43	7.15	11.30	10.50
							13		3.33		19							
			f					308.66	Chromite (Spur)	14.77				f				
									2.27									
4.45	4.15	**10.20**	f **8.25**	f 8.45				310.93	D Sims W	12.50				f 8.10	f **8.25**	6.47	11.00	**10.20**
									2.20									
			f	f			8	313.13	Flume (Spur)	10.30	12			f	f			
									1.04									
5.00	4.30	10.40	f 8.38	8.56				314.17	Conant	9.26				f 7.59	8.14	6.33	10.30	10.00
									1.08									
							5	315.25	Revere (Spur)	8.18	7							
									1.38									
5.15	4.50	10.50	s 8.49	s 9.05				316.63	D Castella	6.80				s 7.52	s 8.07	6.25	10.15	9.50
									1.20									
			f	f			7	317.83	Castle Rock (Spur)	5.60	10			f	f			
									1.70									
5.30	5.05	11.05	f 9.02	f 9.15				319.53	Crags	3.90				f 7.43	f 7.58	6.13	9.55	9.38
							5		2.30		7							
5.40	5.20	11.15	f 9.10	9.23				321.83	Chestnut	1.60				f 7.36	7.51	6.03	9.40	9.30
									0.40									
								322.23	Dunbar (Spur)	1.20								
							4		0.40		6							
								322.63	Kelvin (Spur)	0.80								
									0.80									
5.50 AM AR	5.30 PM AR	11.25 PM AR	**9.20** PM AR	**9.30** AM AR				323.43	DN DUNSMUIR W	0.00				7.30 AM LV	7.45 PM LV	**5.55** AM LV	**9.30** AM LV	**9.20** PM LV
Daily	Daily	Daily	Daily	Daily					(98.68)					Daily	Daily	Daily	Daily	Daily
8.20	10.00	7.40	5.10	4.30					Time over district					4.15	4.20	6.55	9.45	7.10
11.82	9.86	12.84	19.08	21.93					Average speed per hour					23.22	22.80	14.26	10.14	13.74

When Trains Nos. 11 and 16 meet at Gibson, Train No. 11 will take siding.
Trains Nos. 11 and 12 will stop on signal at Buckeye.
West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.
All trains must get clearance cards before leaving Red Bluff and Dunsmuir.

Light engines bound west, **when running extra**, will take siding for east-bound extras.
Trains Nos. 11, 12, 15 and 16 will stop on signal at Sweet Briar.

SACRAMENTO DIVISION: Dunsmuir and Hornbrook.

FROM SAN FRANCISCO.															TOWARD SAN FRANCISCO.			
Third Class.	Second Class.	First Class.		Flagging distance expressed in number of telegraph poles.		Minimum running time for passenger trains between stations—minutes.	DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE.		TIME TABLE No. 55. Dec. 18, 1904. STATIONS.		DISTANCE FROM HORNBROOK.	Minimum running time for freight trains between stations—minutes.	Flagging distance expressed in number of telegraph poles.		First Class.		Second Class.	Third Class.
226 Way Freight Daily	222 Portland Fast Freight Daily	12 Oregon Express Daily	16 Oregon Express Daily	Danger Point	Caution Point								Danger Point	Caution Point	11 California Express Daily	15 California Express Daily	221 Portland Fast Freight Daily	225 Way Freight Daily
AM LV 7.30	AM LV 12.10	PM LV 9.35	AM LV 9.40				323.43	DN	DUNSMUIR W	1.10	71.10				AM AR ¶ 7.00	PM AR 7.30	AM AR 5.00	PM AR 4.50
No Siding	No Siding	f 9.39	f 9.44				324.53		Upper Soda Springs	0.70	70.00				f 6.56	f 7.25	No Siding	No Siding
No Siding	No Siding	f 9.42	f 9.47			17	325.23		Shasta Retreat	1.60	69.30	22			f 6.54	f 7.22	No Siding	No Siding
		s 9.48	9.55 10.05				326.83		Shasta Springs	2.20	67.70				6.48 6.40	7.15 7.07		
8.03	12.40	f 9.57	f10.10				329.03		Cantara	1.20	65.50				f 6.32	f 6.58	4.17	4.05
						11	330.23		Avra (Spur)	2.50	64.30	13						
8.25	12.56	f10.12	s10.25			5	332.73	D	Mott	2.20	61.80	6			f 6.20	s 6.41	3.55	3.40
8.40	1.06	10.19	f10.32	5	8		334.93		Azalea	1.60	59.60		11	15	6.13	f 6.34	3.45	3.30
						7	336.53		Pioneer (Spur)	0.40	58.00	9						
			f				336.93		Barnard (Spur)	1.20	57.60					f		
9.20	1.40	s10.32	s10.44				338.13	DN	Sisson W	0.56	56.40				s 6.03	s 6.25	3.35	3.05
						5	338.69		Long (Spur)	1.84	55.84	7						
9.40	1.55	s10.40	s10.52			7	340.53	D	UPTON	3.27	54.00	10			s 5.55	s 6.17	3.09	2.30
10.00	2.15	f10.49	f11.01			3	343.80		Dietz	1.63	50.73	4			f 5.46	f 6.08	2.57	1.35
10.10	2.30	10.54	f11.06			4	345.43		Black Butte	1.80	49.10	6			5.42	f 6.04	2.52	1.2[illegible]
10.23	**2.38**	f10.59	s11.11				347.23		Igerna	0.65	47.30				f 5.34	s 5.54	**2.38**	1.05
						5	347.88		Coggins (Spur)	0.38	46.65	7						
							348.26		Deadwood (Spur)	1.46	46.27							
10.40	2.50	f11.06	s11.18				349.72		WEED (Spur)	4.41	44.81		5	8	f 5.27	s 5.45	2.20	12.40
						12	354.13	★	Burcog (Spur)	0.80	40.40	18						
11.33	3.25	s11.21	s**11.33**			10	354.93	DN	Edgewood W	7.50	39.60	22			s 5.08	s 5.25	1.40	12.05 PM **11.28**
PM 12.25	3.55	f11.38	s11.50	11	15	11	362.43	D	Gazelle	8.10	32.10	25			f 4.50	s 5.00	1.00	10.50
1.10	**4.32**	11.55	PM f12.06			8	370.53		Grenada	6.40	24.00	19	11	15	**4.32**	f 4.39	12.32	10.05
1.50	5.05	AM s**12.10**	s12.20			7	376.93	DN	MONTAGUE W	5.30	17.60	16			s 4.20	s 4.26	**12.10**	9.40
2.10	5.25	12.22	f12.34			10	382.23		Snowdon	5.20	12.30	15			4.10	f 4.11	AM 11.40	9.15
2.35	5.47	f12.36	s12.48				387.43	D	Ager	2.41	7.10		5	9	f 3.54	s 3.52	11.20	8.50
		f12.44	s12.56			9	389.84	D	THRALL (Spur)	2.09	4.69	13			f 3.44	s 3.44		
3.00	6.05	f12.51	f 1.05			5	391.93		Klamathon	2.60	2.60	7	11	15	f 3.37	f 3.37	11.02	8.30
3.10 PM AR	6.15 AM AR	1.00 AM AR	1.13 PM AR				394.53	D	HORNBROOK W		0.00				3.30 AM LV	**3.30** PM LV	10.50 PM LV	8.20 AM LV
Daily	Daily	Daily	Daily						71.10						Daily	Daily	Daily	Daily
7.40	6.05	3.25	3.33						Time over District						3.30	4.00	6.10	8.30
9.24	11.64	20.82	20.02						Average speed per hour						20.31	17.78	11.53	8.36

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

All trains must get clearance cards before leaving Dunsmuir.

Water supply: 3/4 mile east of Cantara; 1 mile west of Montague.

Light engines bound west, **when running extra,** will take siding for east-bound extras.

★ Frog out.

Trains Nos. 15 and 16 will stop on signal at Shasta Mountain Home.

SACRAMENTO DIVISION: Hornbrook and Ashland.

FROM SAN FRANCISCO.								TIME TABLE No. 55. Dec. 18, 1904.					TOWARD SAN FRANCISCO.			
Third Class.	Second Class.	First Class.		Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE.	STATIONS.	DISTANCE FROM ASHLAND.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of telegraph poles.		First Class.		Second Class.	Third Class.
226 Way Freight	222 Portland Fast Freight	16 Oregon Express	12 Oregon Express	Danger Point	Caution Point						Danger Point	Caution Point	11 California Express	15 California Express	221 Portland Fast Freight	225 Way Freight
Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily
PM LV	AM LV	PM LV	AM LV										AM AR	PM AR	PM AR	AM AR
3.55	7.00	1.23	1.10	11	15		394.53	DN **HORNBROOK** W	36.01		11	15	3.20	**3.20**	10.25	7.52
						13		4.40		15						
4.27	**7.32**	f 1.42	1.28				398.93	**Zuleka**	31.61				3.05	f 3.05	10.05	**7.32**
						14		4.37		20						
		s					403.30	**Hilt** (Spur)	27.24					s		
								1.03								
4.50	7.55	s 2.03	f 1.48	5	7		404.33	**Cole**	26.21				f 2.47	s 2.48	9.40	7.01
						14		4.60		18						
5.25	8.40	f **2.30**	f 2.05				408.93	**Gregory**	21.61				2.30	f **2.30**	9.20	6.41
						9		1.60		12						
No Siding.	No Siding.	f 2.36	f 2.10				410.53	**Colestin**	20.01				f 2.23	f 2.20	No Siding.	No Siding.
								0.54								
							411.07	**Fonda** (Spur)	19.47							
								0.76								
5.45	9.12	2.43	**2.18**				411.83	**White Point**	18.71				**2.18**	2.13	9.07	6.27
						5		1.70		7						
6.10	9.30	s 2.52	s 2.28	11	15		413.53	DN **Siskiyou**	17.01		5	7	s 2.10	s 2.06	9.00	6.20
						13		3.60		17						
6.30	9.55	3.07	2.45				417.13	**Wall Creek**	13.41				1.45	1.40	8.25	6.00
						11		3.70		13						
6.45	10.15	f 3.19	s 3.00				420.83	**Steinman** W	9.71				s 1.25	f 1.18	8.00	5.35
						15		3.90		20						
		f					424.73	**Ayers** (Spur)	5.81				f	f		
								1.10								
7.15	10.42	f 3.42	3.18				425.83	**Clawson**	4.71				1.07	f12.50	**7.15**	5.05
						9		4.71		13						
7.40	11.00	3.55	3.30				430.54	DN **ASHLAND** W	0.00				12.55	12.35	6.45	4.45
PM AR	AM AR	PM AR	AM AR					36.01					AM LV	PM LV	PM LV	AM LV
Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily
3.45	4.00	2.32	2.20					Time over District					2.25	2.45	3.40	3.07
9.60	9.00	14.20	15.43					Average speed per hour					14.90	13.10	9.81	11.55

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

All trains must get clearance cards before leaving Ashland.

Water supply: 1 mile east of Cole and 1 mile west of Siskiyou.

Light engines bound west, **when running extra,** will take siding for east-bound extras.

SACRAMENTO DIVISION: Davis and Tehama.

FROM SAN FRANCISCO. Third Class.		Second Class.	First Class.			Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 55. Dec. 18, 1904.	DISTANCE FROM TEHAMA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of telegraph poles.		TOWARD SAN FRANCISCO. First Class.			Second Class.	Third Class.	
230 Red Bluff Freight Daily	224 Red Bluff Freight Daily	222 Portland Fast Freight Daily	18 Oroville Passenger Daily	22 Oroville Passenger Daily	12 Oregon Express Daily	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	17 Oroville Passenger Daily	21 Oroville Passenger Daily	11 California Express Daily	221 Portland Fast Freight Daily	223 Red Bluff Freight Daily	229 Red Bluff Freight Daily
A M LV 8.05	A M LV 6.20	A M LV 5.30	P M LV 6.55	A M LV 11.00	A M LV 11.00					SACRAMENTO					A M AR 7.50	P M AR 4.55	P M AR 4.55	A M AR 12.15	P M AR 6.30	P M AR 8.25
Use Western Division time table Sacramento to Davis.															Use Western Division time table Davis to Sacramento.					
A M LV 9.30	A M LV 8.10	A M LV **7.15**	P M LV **7.30**	A M LV 11.45	A M LV 11.35				76.56	DN **DAVIS** W 5.05	110.80				A M AR **7.15**	P M AR 4.10	P M AR 4.20	P M AR 10.50	P M AR 5.30	P M AR **7.10**
9.45	8.25	7.30	f 7.40	f11.55	f11.45			8	81.61	Merritt 2.51	105.75	12			f 7.00	f 3.59	† 4.09	10.33	5.10	6.50
9.55	8.35	7.40	f 7.45	P M f12.01	f11.50			4	84.12	Mullen 1.83	103.24	6			f 6.55	f 3.53	† 4.03	10.25	5.00	6.40
10.05 A M AR	9.15	7.55	7.50 P M AR	12.06 P M AR	s11.55			3	85.95	D **WOODLAND** W 4.22	101.41	4			6.50 A M LV	3.47 P M LV	s 3.57	Foot-note 10.15	4.50	Foot-note 6.30 P M LV
					f12.02			9	90.17	Elvaton (Spur) 0.69	97.19	13					f 3.44			
	9.50	8.15			s12.05				90.86	D Yolo 3.88	96.50						s 3.42	9.50	4.10	
					f			9	94.74	Ronda (Spur) 2.00	92.62	13					f			
	10.20	8.35			P M s12.15				96.74	D Zamora 2.12	90.62						s **3.30**	9.35	**3.30**	
	10.30	8.45			f12.19			3	98.86	Bretona 3.20	88.50	5					f 3.25	9.25	3.15	
								8	102.06	Wyckoff (Spur) 2.20	85.30	12								
	10.50	9.00			s12.29				104.26	D Dunnigan W 3.11	83.10						s 3.14	9.10	2.55	
	11.05	9.10			f12.35			5	107.37	Hershey 1.93	79.99	7					f 3.07	8.55	2.40	
	11.10	9.15			f12.39			3	109.30	Harrington 5.17	78.06	4					f 3.03	8.50	2.30	
	11.35	9.30			s12.50			8	114.47	D Arbuckle 4.06	72.89	11					s 2.53	8.33	2.10	
	11.55	9.42			f12.58			6	118.53	Genevra W 0.93	68.83	9					f 2.46	7.55	1.50	
	P M 12.01	9.45			f 1.01			1	119.46	Macy 5.73	67.90	2					f 2.44	7.50	1.40	
	12.30	10.00			s **1.13**			9	125.19	D Williams 4.94	62.17	13					s 2.33	7.25	**1.13**	
	12.50	10.15			s 1.22	7	10	7	130.13	D. **COLUSA JUNCTION** 3.91	57.23	10	7	10			s 2.24	7.05	**12.50**	
	1.30	10.25			s **1.30**			6	134.04	D Maxwell W 5.24	53.32	9					s 2.17	6.50	12.30	
	2.07	10.40			f 1.40			8	139.28	Delavan 3.66	48.08	12					f **2.07**	6.30	12.05	
	2.25	10.50			s 1.48			5	142.94	Norman 2.36	44.42	8					s 2.00	6.20	P M 11.55	
	2.35	11.00			f **1.55**			3	145.30	Logandale 5.57	42.06	5					f **1.55**	6.10	11.45	
	3.00	**11.30**			¶ 2.10 2.30			8	150.87	D **WILLOWS** W 3.37	36.49	12					s 1.45	5.50	**11.30**	
	3.10	11.50			f 2.37			5	154.24	Lyman 3.57	33.12	7					f 1.37	5.30	11.05	
	3.25	P M 12.01			s 2.43			5	157.81	D Germantown 3.99	29.55	8					s 1.31	5.20	10.55	
	3.35	12.12			f 2.49			5	161.80	Grapit 1.14	25.56	8					f 1.25	5.05	10.35	
	3.40	12.17			f 2.52			2	162.94	Greenwood 3.46	24.42	3					f 1.22	5.00	10.30	
	3.50	12.28			s 2.58			5	166.40	D Orland W 1.20	20.96	7					s 1.16	4.50	10.15	
					f			6	167.60	Wyo 2.41	19.76	9					f			
	4.02	12.40			f 3.05				170.01	Malton 4.34	17.35						f 1.10	4.35	9.50	
	4.20	**1.02**			s 3.13			7	174.35	Kirkwood 5.18	13.01	10					s **1.02**	**4.20**	9.35	
	4.45	1.25			s 3.22			8	179.53	D Corning 3.27	7.83	12					12.53 ¶12.33	4.05	9.15	
	5.00	1.40			f 3.28			5	182.80	Richfield 2.08	4.56	7					f12.27	3.55	8.50	
	5.10	1.50			f 3.32			3	184.88	★ Finnell 2.48	2.48	5					f12.23	3.45	8.40	
	5.20 P M AR	2.00 P M AR			**3.36** P M AR			3	187.36	DN **TEHAMA** W	0.00	5					12.19 P M LV	**3.36** P M LV	8.30 A M LV	
Daily	Daily	Daily	Daily	Daily	Daily					(110.80)					Daily	Daily	Daily	Daily	Daily	
0.35	9.10	6.45	0.20	0.21	4.01					Time over District					0.25	0.23	4.01	7.14	9.00	0.40
16.08	12.09	16.38	28.17	26.80	26 75					Average speed per hour					22 54	24.54	27.58	15 31	12 31	14.08

† Stop to let off passengers from east of Woodland.

All trains must get clearance cards before leaving Davis.

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Light engines bound west, WHEN RUNNING EXTRA, will take siding for east-bound extras.

When No. 229 falls back on the time of No. 221, but is ready to leave Woodland first, No. 229 may run ahead of No. 221 Woodland to Davis.

★ Frog taken out part of season.

Trains Nos. 223, 224 and 229 may carry passengers.

SACRAMENTO DIVISION: Woodland and Oroville.

FROM SAN FRANCISCO. Third Class.	First Class.		Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 55. Dec. 18, 1904.	DISTANCE FROM OROVILLE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of telegraph poles.		TOWARD SAN FRANCISCO. First Class.		Third Class.
230 Red Bluff Freight	18 Oroville Passenger	22 Oroville Passenger										17 Oroville Passenger	21 Oroville Passenger	229 Red Bluff Freight
Daily	Daily	Daily	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	Daily	Daily	Daily
AM LV 10.15	PM LV 7.52	PM LV 12.08	7	10	9	85.95	D WOODLAND W 2.78	63.55	12	7	10	AM AR 6.48	PM AR 3.44	PM AR 6.15
	f	f				88.73	Peart (Spur) 1.68	60.77				f	f	
						90.41	Laugenour (Spur) 0.62	59.09						
10.35	f 8.02	f12.18			7	91.03	Curtis (Spur) 4.10	58.47	10			f 6.38	f 3.32	6.00
10.55	s 8.10	s12.27			24	95.13	D Knights Landing 11.03	54.37	30			s 6.29	s 3.22	5.40
11.30	f 8.35	f12.55			4	106.16	Chandler 2.40	43.34	6			f 5.59	f 2.51	4.55
11.40	f 8.41	f 1.00			6	108.56	Marcuse 1.90	40.94	9			f 5.54	f 2.45	4.40
	f	f				110.46	Wilson (Spur) 2.00	39.04				f	f	
PM 12.01	s 8.47	s 1.08			1	112.46	Tudor W 0.90	37.04	2			s 5.46	s 2.35	4.25
12.05	f 8.49	f 1.10			5	113.36	Abbott 3.60	36.14	8			f 5.44	f 2.33	4.20
12.20	f 8.54	f 1.16			7	116.96	Oswald 1.60	32.54	10			f 5.37	f 2.23	4.05
	f	f				118.56	Bogue (Spur) 2.80	30.94				f	f	
12.55	s 9.03	s 1.23			4	121.36	D Yuba City 1.47	28.14	6			s 5.29	s 2.13	3.45
1.05	s 9.07	s 1.27			3	122.83	E. St., Marysville W 0.52	26.67	4			s 5.23	s 2.05	3.05
1.15 (Marysville Yard—See trains on page 8.) PM AR	s 9.15	1.30 1.40			3	123.35	DN MARYSVILLE W 1.05	26.15	4			s 5.15	2.00 1.52	3.00 (Marysville Yard—See trains on page 8.) PM LV
	s 9.25	s **1.47**			16	124.40	BINNEY JUNCTION 8.00	25.10	24			s 5.10	s **1.47**	
	f 9.43	f 2.07			4	132.40	Ramirez (Spur) 2.10	17.10	6			f 4.52	f 1.29	
	f 9.48	f 2.12			4	134.50	Coombs (Spur) 2.20	15.00	6			f 4.48	f 1.24	
	s 9.53	s 2.25			2	136.70	Honcut 0.70	12.80	3			s 4.43	s 1.18	
	f 9.56	f 2.30			13	137.40	Vaucluse (Spur) 5.85	12.10	19			f 4.40	f 1.13	
						143.25	Hearst (Spur) 0.95	6.25						
	s10.10	s 2.55			6	144.20	Palermo 2.60	5.30	9			s 4.25	s12.50	
	f10.18	f 3.08			7	146.80	Villa Verona 2.70	2.70	9			f 4.18	f12.40	
	10.25 PM AR	3.20 PM AR				149.50	D OROVILLE W	0.00				4.10 AM LV	12.30 PM LV	
Daily	Daily	Daily					63.55					Daily	Daily	Daily
3.00	2.33	3.12					Time over District					2.38	3.14	3.15
12.47	24.93	20.00					Average speed per hour					24.12	19.65	11.50

WILLOWS AND FRUTO.

262 Fruto Pass. & Freight	Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM FRUTO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of telegaph poles.		261 Fruto Pass. & Freight
Daily Ex. Sun.	Danger Point	Caution Point						Danger Point	Caution Point	Daily Ex. Sun.
PM LV 2.50	7	10	14	150.87	D WILLOWS 2.20	17.10	21	7	10	AM AR 11.00
				153.07	Losa (Spur) 3.70	14.90				
f 3.10			13	156.77	Kurand 3.80	11.20	20			f10.40
f 3.25			13	160.57	Millsholm 4.00	7.40	20			f10.25
f 3.40			13	164.57	Athena 3.40	3.40	18			f10.10
4.00 PM AR				167.97	D FRUTO	0.00				9.50 AM LV
Daily Ex. Sun.					17.10					Daily Ex. Sun.
1.10					Time over District					1.10
14.64					Average speed per hour					14.64

Trains Nos. 17, 18, 21 and 22 will stop on signal at Vernon, Lee and Cox's Lane.
Trains Nos. 21 and 22 will do freight work between Marysville and Oroville.
West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Light engines bound west, **when running extra,** will take siding for east-bound extras.
The time shown for trains at Knight's Landing is at the Depot.
Train No. 229 may carry passengers.

SACRAMENTO DIVISION: Sacramento, Fair Oaks Bridge and Placerville.

FROM SAN FRANCISCO. Second Class.			FROM SAN FRANCISCO. First Class.			Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 55. Dec. 18, 1904.	DISTANCE FROM PLACERVILLE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of telegraph poles.		TOWARD SAN FRANCISCO. First Class.			TOWARD SAN FRANCISCO. Second Class.		
266 Fair Oaks Passenger & Freight	268 Fair Oaks Passenger & Freight	264 Fair Oaks & Placerville Passenger & Freight	68 Fair Oaks Passenger	64 Fair Oaks & Placerville Passenger	66 Fair Oaks Passenger	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	63 Placerville & Fair Oaks Passenger	65 Fair Oaks Passenger	67 Fair Oaks Passenger	265 Fair Oaks Passenger & Freight	263 Placerville & Fair Oaks Passenger & Freight	267 Fair Oaks Passenger & Freight
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily										Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
Use Western Division Time Table, Sacramento to Brighton.		A M LV 7.00		P M LV 3.25					89.79	DN SACRAMENTO W 5.64	59.50				A M AR 9.35	Use Western Division Time Table, Brighton to Sacramento.			P M AR 5.50	
		A M LV 7.25		P M LV 3.41		7	10	2	95.43	D BRIGHTON 1.12	53.86	3	7	10	A M AR 9.19				P M AR 5.28	
		f 7.30		f 3.45				3	96.55	Perkins 1.60	52.74	4			f 9.16				f 5.21	
		f 7.35		f 3.48				2	98.15	Manlove 1.44	51.14	3			f 9.13				f 5.13	
		f 7.40		f 3.52				3	99.59	Mayhew 1.76	49.70	4			f 9.10				s 5.08	
		f 7.45		f 3.56				1	101.35	Routier 0.86	47.94	2			f 9.06				f 5.00	
		f 7.50		f 3.59				5	102.21	Mills 2.85	47.08	7			f 9.04				f 4.55	
		s 8.00		s 4.05					105.06	FAIR OAKS JUNCTION	44.23				s 8.56				s 4.45	
P M LV 4.20	A M LV 8.05		P M LV 4.06		A M LV 8.42	7	10	4	105.06	FAIR OAKS JUNCTION 1.00	44.23	5	7	10		A M AR 8.55	P M AR 4.19	A M AR 8.37		P M AR 4.42
									106.06	Holly 0.90	45.23									
4.30 P M AR	8.15 A M AR		4.10 P M AR		8.49 A M AR				106.96	D FAIR OAKS BRIDGE	46.13					8.50 A M LV	4.12 P M LV	8.25 A M LV		4.35 P M LV
		s 8.45		s 4.20		7	10	5	105.06	FAIR OAKS JUNCTION 3.03	44.23	8	7	10	s 8.40				s 4.13	
		f 8.55		f 4.25				2	108.09	Natoma 0.96	41.20	3			f 8.33				f 4.00	
		s 9.00		f 4.27				5	109.05	Alder Creek 1.60	40.24	7			f 8.30				f 3.55	
				f					110.65	Dredge (Spur) 1.04	38.64				f					
		s 9.20		s 4.33		10	14	15	111.69	D FOLSOM W 1.00	37.60	20	10	14	s 8.20				s 3.45	
									112.69	Bendel (Spur) 5.89	36.60									
		f 9.50		f 4.53				9	118.58	White Rock 5.09	30.71	12			f 8.00				f 3.13	
		f10.10		f 5.05				6	123.65	Cothrin (Spur) 3.06	25.62	8			f 7.49				f 3.00	
		s10.30		s 5.14				5	126.73	D Latrobe 1.54	22.56	6			s 7.40				s 2.50	
									128.27	Flonellis (Spur) 0.50	21.02									
		f10.45		f 5.22				3	128.77	Brela (Spur) 1.60	20.52	4			f 7.32				f 2.41	
		f10.55		f 5.26				3	130.37	Brandon (Spur) 1.65	18.92	4			f 7.27				f 2.36	
		f11.05		f 5.30				4	132.02	Dugan 0.35	17.27	5			f 7.22				f 2.31	
									132.37	Bullard (Spur) 1.76	16.92									
		f11.15		f 5.36				7	134.12	Bennett (Spur) 3.38	15.17	9			f 7.16				f 2.25	
		s11.30		s 5.46				7	137.50	D Shingle Springs W 3.59	11.79	10			s 7.07				s 2.15	
		f11.45		f 5.56				5	141.09	Cummings 2.20	8.20	6			f 6.57				f 2.02	
		P M s12.01		s 6.02				5	143.29	D El Dorado 2.30	6.00	•6			s 6.50				s 1.55	
		s12.15		s 6.10				8	145.59	D Diamond Springs 3.70	3.70	12			s 6.42				s 1.45	
		12.30 P M AR		6.20 P M AR					149.29	D PLACERVILLE W	0.00				6.30 A M LV				1.30 P M LV	
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily					(59.50)					Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
0.10	0.10	5.30	0.04	2.55	0.07					Time over district					3.05	0.05	0.07	0.12	4.20	0.07
		10.82		20.40						Average speed per hour					19.26				13.74	

All trains will stop on signal at New Ramona and Soudan.
Water Supply one mile east of Dugan.
Light engines bound west, **when running extra,** will take siding for east-bound extras.
East-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

FLAGGING.

Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.

SPECIAL RULES.

Standard clocks are located at Sacramento (Train Dispatchers' office), Sacramento (12th St. office), Rocklin, Truckee, Sparks, Red Bluff, Dunsmuir, Hornbrook and Ashland.

Registering Stations:

- *Sacramento (Train Dispatchers' Office),
- †Sacramento (12th Street),
- Roseville,
- Rocklin,
- Colfax (For Nos. 33 and 34 only),
- Blue Canyon,
- ‡Summit,
- Truckee,
- Reno (For 1st Class Trains and Nos. 207 and 208 only),
- Sparks,
- Marysville,
- Tehama,
- Red Bluff,
- Dunsmuir,
- ‡Hornbrook,
- Ashland,
- Davis,
- Woodland,
- Oroville,
- Willows,
- Fruto,
- Brighton,
- Fair Oaks Junction,
- Fair Oaks Bridge,
- Placerville.

*For trains originating or terminating at Passenger Depot only.

†For trains originating or terminating at Freight Yards only.

‡The registers at Summit and Hornbrook are for the information of Engineers of fire trains and pushers, and need not be checked by trains passing through.

Trains taking siding to meet opposing trains at the following named stations will use the siding indicated:

At Roseville, the west siding;

At Colfax, east-bound trains will use the south siding and west-bound trains will use the north siding;

At Midas, the north siding;

At Blue Cañon, the upper and lower sidings used jointly as one siding.

At Emigrant Gap, the lower siding;

At Summit, the lower and middle sidings used jointly as one siding.

Trains must not pass the further switch of these sidings until due to leave, except by special order or when properly protected. At points not named in this rule the customary passing track will be treated in the same manner.

When two trains meet at a siding on a grade, one train must not pull out until the other has passed over both switches of the passing track. In case both trains are ready to leave at the same time, the train of superior right will go first.

Trains must not be run from the *instant of their departure* from any station to the *instant of their arrival* at the next station in less time than given in the column headed "*Minimum running time between stations*" for passenger and freight trains respectively.

Pusher engines, running in the middle or rear of trains, must be uncoupled from forward portion before taking water at water tanks.

At all Telegraph and Block Signal Stations between Emigrant Gap and Tunnel 13 inclusive, semaphore lamps must be kept burning at all hours, day and night.

Tail lights on all trains and cupola lights on freight and work trains must be kept brightly burning between Orel and Truckee at all hours, night and day.

The limits of Sacramento Yard extend to Elvas. The limits of Truckee Yard extend from Donner Boom to Ellen Siding. The limits of Reno Yard extend from west end of Long Siding west of Reno, to Sparks. The limits of Marysville yard extend from Marysville station, through Binney Junction, to E Street station on Oroville line, including the "cut-off" between A Street and E Street stations. The limits of Woodland Yard extend from Flour Mill Spur to a point 1,000 feet north of the switch at the junction of the Willows and Oroville lines. The limits of Folsom Yard extend from Folsom Junction to the switch connecting with track to State Prison. The limits of Dunsmuir Yard extend to and include Chestnut.

Between Reno and Sparks the track next to and north of main line will be used as a "second track" for the exclusive use of switch engines with or without cars, and light road engines moving between the two points. The main line must not be used for such trips, except in emergencies and in such cases orders must be obtained from the Train Dispatcher. The "second track" will be operated under the Manual Block System. Before leaving one station for the other on the "second track," Engineers must obtain clearance card upon which Operators will endorse the words "Clear block on second track" after obtaining the same from the opposite station. Engineers must promptly report their arrival at the end of the block.

Between Truckee and Sparks automatic block signals controlled by track circuits are being installed. Such signals will be considered in service when the blades are in position on the signal posts and the lights are lit at night. When the conditions described in Automatic Block System Rule No. 40 are encountered, eastbound trains will wait five minutes and westbound trains will wait two minutes before proceeding in the manner instructed by the rule.

Trains must not stand on drawbridge at Knight's Landing, but must be brought to a stop entirely clear of the bridge while doing station work.

When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman (or the fireman, in case of a light engine) must go ahead of the engine and see that switches are properly set, and protect against trains or cars that may be on the siding.

Air brakes on all trains, and air whistle signal on passenger trains, must be tested from rear end of train at Rocklin, Colfax, Blue Cañon, Summit, Marysville, Redding, Willows, Hornbrook, Siskiyou, Knight's Landing and Folsom. See Air Brake Rules 67 and 75.

Automatic block signals controlled by track circuits are located at Upton. Trains approaching and passing these signals will be governed by automatic block system rules. East-bound trains must come to a stop and not go beyond point of location of signal No. 2 on seeing signal No. 3 at danger, and will not proceed until signal No. 3 is cleared.

Automatic block signals controlled by track circuits are located east and west of Tunnel 13, near Siskiyou. When the conditions described in Automatic Block System Rule No. 40 are encountered, trains will wait five minutes before proceeding in the manner instructed by the rule.

At terminal and junction stations, Conductors must fill out "Check of Train Register," showing all superior trains for preceding 12 hours, and deliver the same to Engineers before departure of train. Conductors and Engineers will be responsible for such "Check" including all trains affecting their rights.

Rule 323 is hereby modified so that Telegraph Operators will wait until Engineers sound four short blasts of the whistle before changing their train order semaphore indication from "Red" to "Green."

Rule 22 is hereby modified so that all engines coupled to the front of a train shall display the signals prescribed by Rules 20 and 21.

In case of failure of head-light on an engine running at night, a lighted white lantern must be substituted in its place.

When a train stops at an unusual place, the Engineer must immediately sound the whistle prescribed in Rule 14 (c).

Automatic electric distant signals are located at stations between Emigrant Gap and Tunnel 13 (both inclusive), about 900 feet in advance of switches on ascending grade and about 1,500 feet in advance of switches on descending grade. A green light and white disc indicate that the switch in advance of the signal is set for the main line. A yellow light and yellow disc indicate that the switch is set for the siding or not properly set for the main line, and must be approached with caution.

As an additional indication to warn Enginemen of the approach of a station within these limits, three consecutive snowshed posts, painted white, are located 300 feet in advance of the switch on ascending grade, and six consecutive snow-shed posts, painted white, are located 600 feet in advance of the switch on descending grade.

While a passenger train is at a station, freight trains must refrain from switching on tracks over which passengers must cross in order to get to or from the passenger train.

All stations with passing tracks between Elvas and Truckee, except Arcade, are Block Signal Stations. (See Manual Block System Rules.)

When practicable, Freight Trains will run through Reno yard without coming to a stop, but will reduce speed to 6 miles per hour between Reduction Works Track at East End and Long Siding at west end of yard.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION.

In M's of 1000 pounds between tender and caboose.

Class.	ENGINE NUMBERS.	Boiler Pressure.	Sacramento to Rocklin.	Rocklin to Sacramento	Rocklin to Truckee.	Truckee to Sparks.	Sparks to Rocklin.	Truckee to Rocklin.	Sacramento to Marysville.	Marysville to Sacramento	Roseville to Marysville.	Davis to Red Bluff (via Marysville)	Davis to Red Bluff (via Willows).	Red Bluff to Davis (via Willows).	Red Bluff to Dunsmuir.	Dunsmuir to Red Bluff.	Dunsmuir to Ashland.	Ashland to Dunsmuir.	Placerville to Folsom.	Folsom to Placerville.	Folsom to Sacramento	Sacramento to Folsom.
C D	1382 to 1386, 1388, 1389, 1391 to 1394, 1397, 1399 to 1401, 1459, 1460, 1463	160	1405	1815					1720	1935	1935	1915	1970	1970	730	1220			645	360	2255	1435
C E	1387, 1390, 1395, 1396, 1398	170	1160	1510					1500	1690	1690	1620	1635	1635	630	1060			540	305	1880	1185
C I	1300, 1307, 1309, 1310, 1312, 1318, 1319, 1324, 1326, 1327	150	1115	1450					1440	1625	1625	1560	1570	1570	605	1020			520	290	1805	1140
C I	1302, 1304, 1306	150	1090	1415					1410	1585	1585	1520			600	1000			515	295	1760	1115
C J	1277, 1278, 1297, 1299, 1301, 1308, 1313 to 1317, 1321 to 1323, 1328, 1330 to 1348, 1350 to 1354	140	1025	1335					1330	1495	1495	1435	1450	1450	555	935			475	265	1665	1050
C K	1355 to 1361	140	1040	1350					1345	1515	1515	1455	1470	1470	565	950			485	270	1685	1065
C M	1288, 1290	140	1120	1455					1450	1630	1630	1565	1580	1580	605	1020			520	290	1815	1145
C Q	1232, 1239, 1240	140	975	1270					1265	1430	1430	1370	1385	1385	520	890			445	240	1590	995
C Q	1243 to 1246	140	900	1165					1160	1305	1305	1255	1265	1265	475	810			405	215	1455	910
C S	1216, 1234, 1237, 1273	140	825	1070					1065	1205	1205	1155	1165	1165	430	745			365	190	1340	835
C S	1228	140	975	1270					1265	1430	1430	1370	1385	1385	520	890			445	240	1590	995
D A	2235 to 2273	180	2190	2795	565		1010	575	2925	3275	3275	3070	3050	3050	1295	2095	400	400	1105	680	3475	2230
D F	2187, 2188, 2191, 2194 to 2196, 2199 to 2201, 2203 to 2207	145	1500	1840					2100	2355	2355	2150	2100	2100	920	1500			765	475	2355	1500
D F	2189, 2192, 2193, 2197, 2198, 2202, 2208	145	1495	1810					2100	2360	2360	2170	2065	2065	970	1570			765	470	2340	1480
D G	2184 to 2186	160	1580	2025					2115	2375	2375	2225	2210	2210	925	1510			785	475	2520	1610
D H	2174 to 2180	160	1585	2025					2120	2380	2380	2230	2215	2215	925	1515			785	475	2525	1610
D I	2154 to 2163, 2166 to 2173	160	1590	2030					2125	2385	2385	2235	2220	2220	930	1520			790	480	2530	1615
D I	2164, 2165	150	1690	2070					2355	2640	2640	2410	2355	2355	1045	1690			875	550	2640	1690
D J	2134 to 2153	160	1585	2025					2120	2380	2380	2230	2315	2315	925	1515			785	475	2525	1610
D L	2114 to 2123	160	1595	2035					2130	2390	2390	2240	2225	2225	935	1525			795	485	2535	1620
D N	2096, 2101	150	1475	1890					1980	2220	2220	2080	2065	2065	860	1410			730	440	2355	1500
D O	2020 to 2022	140	1040	1340					1405	1580	1580	1475	1465	1465	595	995			500	290	1680	1060
D O	2023 to 2025	140	1230	1575					1650	1855	1855	1735	1725	1725	710	1175			600	360	1970	1250
D O	2026 to 2028	140	1295	1675					1665	1870	1870	1795	1815	1815	720	1185			620	365	2075	1325
D O	2030	140	1355	1735					1815	2040	2040	1910	1895	1895	790	1295			670	400	2165	1380
D O	2029, 2031 to 2095	140	1375	1760					1845	2070	2070	1940	1925	1925	800	1315			680	410	2195	1400
D Q	2010, 2011, 2012	150	1175	1510					1580	1775	1775	1660	1650	1650	685	1125			580	345	1885	1200
D R	2004, 2006, 2008, 2009	150	1475	1890					1980	2220	2220	2080	2065	2065	860	1410			730	440	2355	1500
D W	2301 to 2310	200	2820	3525	750		1340	765														
D Z	2283 to 2300	200	2385	2970	570		1065	600	3340	3560	3560	3355			1380	2260						
E D	1615 to 1719	190	2435	3040	655		1160	660	3450	3710	3710	3435	3385	3385	1480	2380	465	465				
F D	2612 to 2623	220	2895	3395	975	2885	1690	1010														
F E	2624, 2627 to 2651, 2654 to 2677	200	3130	3740	980	2745	1710	1020														
F E-1	2625, 2626, 2652, 2653, 2678 to 2679	200	3210	3865	950	2765	1656	985														
57$\frac{22}{30}$ C	2649 to 2726	200	3195	3850	935	2750	1640	970														
G A	2900 to 2913	180	2880	3515	815	2560	1415	845							1800	2880	590	590				
G B	2846 to 2853	170	1615	1940	465		845	480	2515	2825	2825	2510	2450	2450	1100	1800						
G C	2832 to 2845	180	1660	1995	500		880	510	2580	2895	2895	2580	2520	2520	1130	1845						
G D	2826 to 2831	160	2070	2500	590		1050	600				2990	2750	2750	1345	2175	415	415				
G D	2800	160	1840	2230	510		925	520				2690	2450	2450	1190	1935	355	355				
G F	2801 to 2812	160	2040	2460	597		1050	610									430	430				
F A	2500 to 2506	150															365	365				
F A	2507 to 2512	150															360	360				
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS.	Less than 40 M's		6	6	3	0	3	3	6	6	6	6	6	6	3	3	3	3	3	3	6	6
	40 to 50 M's		3	3	0	0	0	0	3	3	3	3	3	3	0	0	0	0	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H-1 Means that Helper has same power as Road Engine. H.75 Means ¾-power Road Engine.					H-1. Rocklin to Summit.		H.75. Truckee to Summit.										If helper used, add 75% engine rating.	If helper used, add 75% engine rating.				

RATING OF LOCOMOTIVES—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations multiply rating for through freights by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed in train, which must not be exceeded.

SACRAMENTO AND SPARKS.

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Sparks and Reno	F	1.66	Winsted and Truckee	F	1.37	Cisco and Yuba Pass	1.11	F	New Eng. Mills and Clipper Gap.	1.14	F	Loomis and Rocklin	1.54	F
Reno and Lawton	F	1.70	Truckee and Champion	F	1.02	Yuba Pass and Emigrant Gap	1.14	F	Clipper Gap and Bowman	1.62	F	Rocklin and Roseville	1.00	F
Lawton and Verdi	F	1.00	Champion and Summit	F	1.00	Emigrant Gap and Fulda	1.20	F	Bowman and Auburn	1.14	F	Roseville and Antelope	1.85	1.30
Verdi and Calvada	F	1.01	Summit and Soda Springs	1.37	F	Fulda and Blue Canon	1.08	F	Auburn and Bloomer	1.05	F	Antelope and Walerga	1.35	1.60
Mystic and Floriston	F	1.00	Soda Springs and Cascade	1.42	F	Blue Canon and Dutch Flat	1.00	F	Bloomer and Newcastle	1.08	F	Walerga & Benali	1.57	1.60
Floriston and Boca	F	1.00	Cascade and Tamarack	1.40	F	Dutch Flat and Colfax	1.05	F	Newcastle and Penryn	1.05	F	Benali and Sacramento	2.00	2.00
Boca and Winsted	F	1.24	Tamarack and Cisco	1.42	F	Colfax and New England Mills	1.65	F	Penryn and Loomis	1.11	F			

SACRAMENTO AND RED BLUFF VIA MARYSVILLE.

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Rawson	1.13	2.00	Cana and Anita	2.19	F	Silsby and Biggs	2.17	F	Marysville and Ostrom	1.48	1.07	Lincoln and Whitney	1.14	1.07
Rawson and Proberta	1.31	F	Anita and Nord	2.33	F	Biggs and Gridley	2.13	2.29	Ostrom and Wheatland	1.68	1.16	Whitney and Roseville	1.11	1.04
Proberta and Tehama	1.13	F	Nord and Chico	1.40	1.16	Gridley and Live Oak	2.00	F	Wheatland and Sheridan	1.85	1.04	Roseville and Antelope	1.37	1.04
Tehama and Copeland	1.34	1.51	Chico and Durham	1.37	1.50	Live Oak and Lomo	2.00	F	Sheridan and Ewing	1.16	1.33	Antelope and Arcade	1.00	1.33
Copeland and Vina	1.34	1.51	Durham and Nelson	1.63	F	Lomo and Marysville	1.13	1.33	Ewing and Lincoln	2.22	1.04	Arcade and Sacramento	1.16	1.66
Vina and Cana	1.48	F	Nelson and Silsby	2.41	F									

RED BLUFF AND DAVIS VIA WILLOWS.

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Tehama	1.16	F	Orland and Germantown	1.29	F	Delevan and Maxwell	1.35	1.37	Genevra and Arbuckle	F	1.37	Zamora and Yolo	2.90	1.48
Tehama and Corning	1.68	1.16	Germantown and Willows	1.35	2.90	Maxwell and Colusa Junction	1.92	2.20	Arbuckle and Harrington	1.51	1.67	Yolo and Woodland	1.11	1.00
Corning and Kirkwood	1.48	2.90	Willows and Logandale	1.48	F	Colusa Junction and Williams	1.92	1.62	Harrington and Dunnigan	1.00	1.37	Woodland and Merritt	1.80	1.63
Kirkwood and Orland	1.40	1.29	Logandale and Delevan	1.48	1.68	Williams and Genevra	1.48	1.48	Dunnigan and Zamora	1.40	2.20	Merritt and Davis	2.40	1.60

WOODLAND AND MARYSVILLE.

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Woodland and Knights Landing.	1.81	1.26	Chandler and Marcuse	2.89	2.77	Tudor and Oswald	2.33	2.77	Oswald and Yuba City	2.58	2.77	Yuba City and Marysville	1.20	1.27
Knights Landing and Chandler	1.00	1.09	Marcuse and Tudor	2.69	2.00									

RED BLUFF AND DUNSMUIR.

	East.	West.		East.	West.		East.	East.		East.	West.		East.	West.
Red Bluff and Hooker	1.15	1.00	Anderson and Girvan	2.20	1.30	Middle Creek and Keswick	2.30	1.20	Copley and Kennet	2.28	3.20	Elmore and Gibson	1.22	F
Hooker and Cottonwood	5.60	1.00	Girvan and Redding	1.68	1.30	Keswick and Central Mine	1.90	F	Kennet and Morley	1.28	2.50	Gibson and Dunsmuir	1.00	F
Cottonwood and Anderson	1.80	1.06	Redding and Middle Creek	2.70	1.20	Central Mine and Copley	1.90	3.00	Morley and Elmore	1.28	4.00			

DUNSMUIR AND ASHLAND.

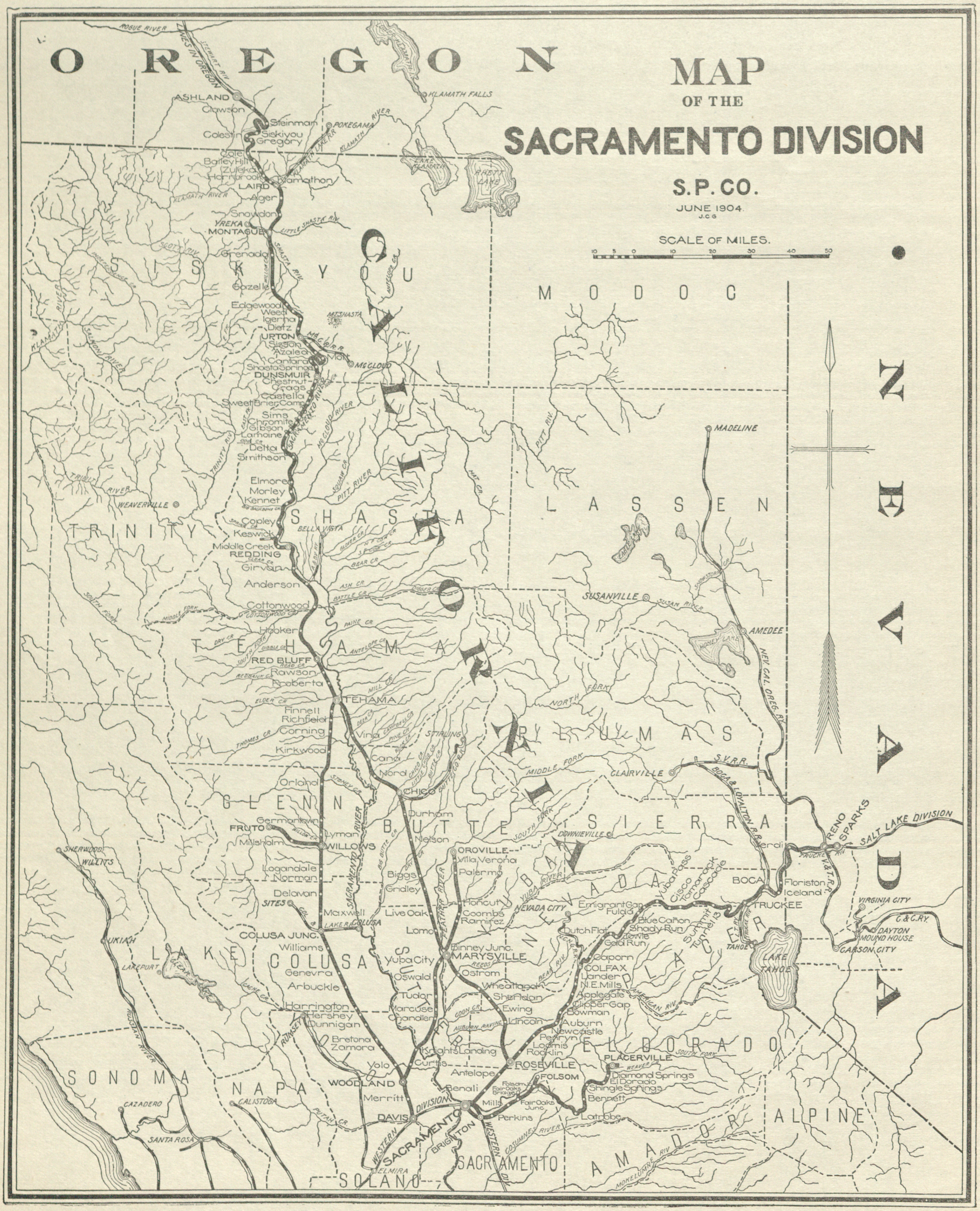
	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Ashland and Clawson	F	1.46	Cole and Zuleka	1.00	1.75	Ager and Snowdon	2.92	1.75	Gazelle and Edgewood.	3.85	2.92	Dietz and Upton	2.14	5.25
Clawson and Siskiyou	F	1.00	Zuleka and Hornbrook	1.00	F	Snowdon and Montague	2.92	5.35	Edgewood and Igerna	F	1.46	Upton and Azelea	2.14	F
Siskiyou and Gregory	1.00	2.43	Hornbrook and Klamathon	3.25	7.00	Montague and Grenada	3.94	4.28	Igerna and Black Butte	F	1.46	Azelea and Dunsmuir	1.46	F
Gregory and Cole	1.00	F	Klamathon and Ager	F	1.95	Grenada and Gazelle	F	3.25	Black Butte and Dietz	2.14	14.20			

SACRAMENTO AND PLACERVILLE.

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Sacramento and Brighton	1.00	2.00	Mayhew and Natoma	2.00	F	Folsom and White Rock	1.42	2.63	Latrope and Dugan	1.00	1.75	Shingle Springs and Placerville.	1.00	1.00
Brighton and Mayhew	1.00	2.66	Natoma and Folsom	1.50	2.66	White Rock and Latrobe	1.17	2.63	Dugan and Shingle Springs	1.00	1 22			

LIST OF SURGEONS, HOSPITAL DEPARTMENT, SACRAMENTO DIVISION.

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. AINSWORTH	Chief Surgeon	San Francisco	All
Dr. G. A. WHITE	Division Surgeon	Sacramento	Special Service
Dr. A. M. HENDERSON	District Surgeon	Sacramento	Between Sacramento, Roseville and Folsom
Dr. G. L. STEVENSON	District Surgeon	Sacramento	Between Sacramento, Roseville and Folsom
Dr. THOS. ROSS	Consulting Surgeon	Sacramento	
Dr. W. E. BRIGGS	Oculist and Aurist	Sacramento	
Dr. L. A. HARCOURT	Emergency Surgeon	Roseville	
Dr. B. WOODBRIDGE	District Surgeon	Rocklin	Between Roseville and Penryn
Dr. J. T. CHRISTIAN	Acting District Surgeon	Rocklin	Between Roseville and Penryn
Dr. O. L. BARTON	Emergency Surgeon	Loomis	
Dr. M. SCHNABEL	Emergency Surgeon	Newcastle	
Dr. T. M. TODD	District Surgeon	Auburn	Between Penryn and N. E. Mills
Dr. R. A. PEERS	District Surgeon	Colfax	Between N. E. Mills and Gold Run
Dr. J. G. MACKAY	District Surgeon	Towle	Between Gold Run and Cisco
Dr. D. SHOEMAKER	District Surgeon	Truckee	Between Cisco and Floriston
Dr. W. I. SUNBURNT	Emergency Surgeon	Floriston	
Dr. W. L. MOORE	Emergency Surgeon	Verdi	
Dr. W. H. HOOD	District Surgeon	Reno	Between Floriston and Sparks
Dr. G. H. THOMA	Consulting Surgeon	Reno	
Dr. W. N. FINNEY	Emergency Surgeon	Lincoln	
Drs. MELTON & LUND	District Surgeons	Wheatland	Between Roseville and Ostrom
Dr. DAVID POWELL	District Surgeon	Marysville	Between Ostrom, Biggs, Oroville and Chandler
Dr. L. Q. THOMPSON	Emergency Surgeon	Gridley	
Dr. O. C. HAWKINS	Emergency Surgeon	Biggs	
Dr. M. M. COOK	Emergency Surgeon	Durham	
Dr. O. STANSBURY	District Surgeon	Chico	Between Biggs and Vina
Dr. A. B. TARTER	District Surgeon	Tehama	Between Vina, Proberta and Orland
Dr. JOHN FIFE	District Surgeon	Red Bluff	Between Proberta and Cottonwood
Dr. A. B. GILLILAND	Emergency Surgeon	Cottonwood	
Dr. L. J. TABLER	Emergency Surgeon	Anderson	
Dr. O. J. LAWRY	District Surgeon	Redding	Between Cottonwood and Delta
Dr. G. W. SEVENMAN	Emergency Surgeon	Keswick	
Dr. W. O. THRAILKILL	Emergency Surgeon	Delta	
Dr. H. B. GRAHAM	Emergency Surgeon	Lamoine	
Dr. C. E. THOMPSON	District Surgeon	Dunsmuir	Between Delta and Mott
Dr. H. CROSS	District Surgeon	Dunsmuir	Between Delta and Mott
Dr. G. W. BURK	District Surgeon	Sisson	Between Mott and Edgewood
Dr. E. E. THOMPSON	District Surgeon	Sisson	Between Mott and Edgewood
Dr. H. W. SMITH	Emergency Surgeon	Edgewood	
Dr. G. W. DWINNELL	District Surgeon	Montague	Between Edgewood and Ager
Dr. P. HULL	District Surgeon	Hornbrook	Between Ager and Siskiyou
Dr. J. S. PARSONS	District Surgeon	Ashland	Between Siskiyou and Ashland
Dr. W. E. BATES	District Surgeon	Davis	Between Davis and Merritt
Dr. H. D. LAWHEAD	District Surgeon	Woodland	Between Merritt, Chandler and Arbuckle
Dr. J. P. GALE	Emergency Surgeon	Arbuckle	
Dr. A. W. KIMBALL	Emergency Surgeon	Williams	
Dr. G. W. DESROSIER	Emergency Surgeon	Maxwell	
Dr. L. P. TOOLEY	District Surgeon	Willows	Between Arbuckle, Orland and Fruto
Dr. GEO. WATT	Emergency Surgeon	Orland	
Dr. W. F. MAGGARD	Emergency Surgeon	Corning	
Dr. T. H. DIXON	Emergency Surgeon	Knights Landing	
Dr. T. W. HORTON	Emergency Surgeon	Honcut	
Dr. T. B. REARDAN	Emergency Surgeon	Oroville	
Dr. G. T. HESSER	Emergency Surgeon	Folsom	
Dr. N. W. MOUNTAIN	District Surgeon	Placerville	Between Folsom and Placerville



MAP OF THE SACRAMENTO DIVISION

S.P.CO.

JUNE 1904.
J.C.G.

SCALE OF MILES.
10 5 0 10 20 30 40 50
OREGON
CALIFORNIA
NEVADA
SISKIYOU
MODOC
SHASTA
LASSEN
TRINITY
TEHAMA
PLUMAS
GLENN
BUTTE
SIERRA
YUBA
NEVADA
LAKE
COLUSA
SUTTER
PLACER
EL DORADO
SONOMA
NAPA
YOLO
SOLANO
SACRAMENTO
AMADOR
ALPINE
ROGUE RIVER
ASHLAND
Clawson
Colestin
Steinman
Siskiyou
Gregory
POKEGAMA
KLAMATH FALLS
Coles
Bailey Hill
Zuleka
Hornbrook
Klamathon
LAIRD
Ager
Snowdon
YREKA
MONTAGUE
Grenada
Gazelle
Edgewood
Weed
Igerna
Dietz
URTON
Sisson
Azalea
Cantara
Mott
Shasta Springs
DUNSMUIR
Chestnut
Crags
Castella
Sweet Brier Camp
McCLOUD
MT. SHASTA
Sims
Chromite
Gibson
Lamoine
Delta
Smithson
Elmore
Morley
Kennet
WEAVERVILLE
Copley
Keswick
BELLA VISTA
Middle Creek
REDDING
Girvan
Anderson
Cottonwood
Hooker
RED BLUFF
Rawson
Proberta
TEHAMA
Finnell
Richfield
Corning
Kirkwood
Vina
Cana
Nord
CHICO
Orland
Germantown
FRUTO
Millsholm
WILLOWS
Logandale
Norman
Delevan
SITES
Maxwell
COLUSA JUNC.
COLUSA
Williams
Arbuckle
Harrington
Hershey
Dunnigan
Bretona
Zamora
Yolo
WOODLAND
Merritt
DAVIS
SACRAMENTO
ELMIRA
Durham
Nelson
OROVILLE
Villa Verona
Palermo
Biggs
Gridley
Live Oak
Honcut
Coombs
Ramirez
Lomo
Binney Junc.
MARYSVILLE
Yuba City
Oswald
Tudor
Ostrom
Wheatland
Sheridan
Ewing
Lincoln
Marcuse
Chandler
Knights Landing
Curtis
Antelope
ROSEVILLE
Benali
Mills
FOLSOM
Fair Oaks Junc.
Perkins
BRIGHTON
Latrobe
NEVADA CITY
DOWNIEVILLE
Emigrant Gap
Fulda
Dutch Flat
Blue Cañon
Shady Run
Towle
Gold Run
Cisco
Tamarack
Cascade
Summit
Tunnel 13
Gaporn
COLFAX
Lander
N.E. Mills
Applegate
Clipper Gap
Bowman
Auburn
Newcastle
Penryn
Loomis
Rocklin
PLACERVILLE
Diamond Springs
El Dorado
Shingle Springs
Bennett
BOCA
TRUCKEE
Floriston
Iceland
Verdi
RENO
SPARKS
SALT LAKE DIVISION
TAHOE
LAKE TAHOE
VIRGINIA CITY
C.&C.RY.
DAYTON
MOUND HOUSE
CARSON CITY
V.&T.R.R.
CLAIRVILLE
S.V.R.R.
BOCA & LOYALTON R.R.
NEW CAL. OREG. RY.
MADELINE
SUSANVILLE
AMEDEE
HONEY LAKE
EAGLE LAKE
SUSAN RIVER
SHERWOOD
WILLITS
UKIAH
LAKEPORT
CLEAR LAKE
CAZADERO
SANTA ROSA
CALISTOGA
WESTERN DIVISION
DIVISION
KLAMATH RIVER
SHASTA RIV.
SACRAMENTO RIVER
McCLOUD RIVER
PITT RIVER
TRINITY RIVER
FEATHER RIVER
YUBA RIVER
BEAR RIV.
AMERICAN RIV.
COSUMNES RIVER
MOKELUMNE RIV.
PUTAH CR.
CACHE CR.
STONY CR.
BUTTE CR.
NORTH FORK
MIDDLE FORK
SOUTH FORK